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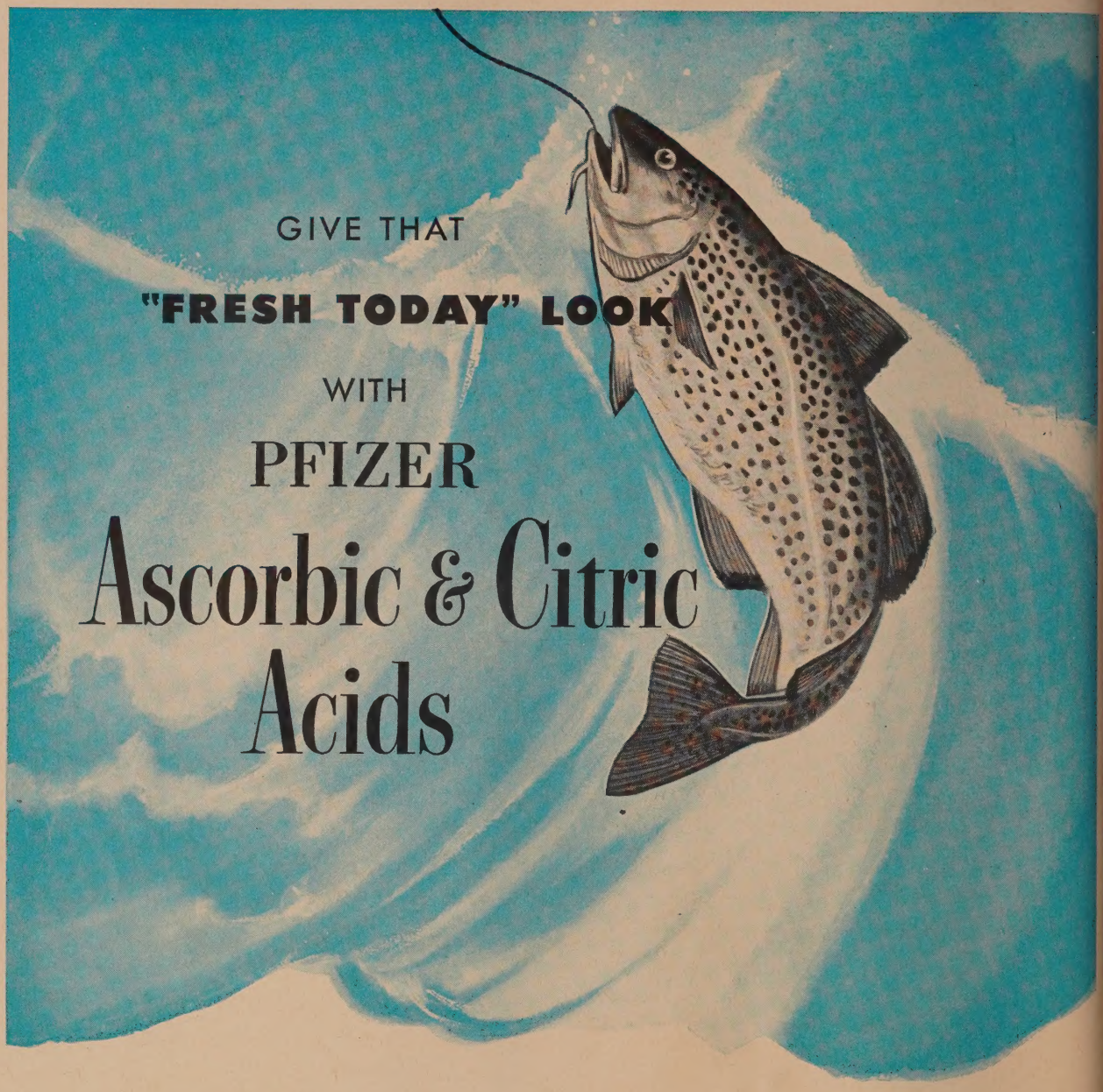

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Pfizer Research has a store of valuable information on using Ascorbic and Citric Acid in frozen foods. Let us help you put eye-appeal and taste-appeal into your frozen fish products. Write for Technical Bulletin No. 28.

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PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 50 **No. 3**

MARCH, 1952

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PACIFIC FISHERMAN (with which is combined West Coast Fisheries). Published monthly except January when publication is semi-monthly, by Miller Freeman Publications, at 815 Witmer St., Los Angeles 17, California. Entered as second class matter at the post office, Los Angeles, California, under Act of March 3, 1879. Postmaster, please send Notice 3579 to PACIFIC FISHERMAN, 71 Columbia St., Seattle 4, Washington.

Annual subscription $3.00 per year in U. S. and Canada, $4.00 for other countries.

Cal-Tuna Owners Buy Crivello Stock in Westgate-Sun Harbor

W. Wade Ambrose, president of Westgate-Sun Harbor Co., San Diego, announced in February that the stock of Jack Crivello, the company's executive vice president, had been acquired by stockholders of the California Tuna Canning Co.

Mr. Ambrose continues as president of Westgate-Sun Harbor. Sales direction will be in charge of James B. Lane, who returns to Westgate-Sun Harbor as vice president in charge of sales. K. J. Berglund remains with the company as vice president for finance. A principal change brings William Robinson from Cal-Tuna to Westgate-Sun Harbor as production manager, a field in which he is recognized as a leader, having served California Packing Corporation for 17 years in tuna production, followed by several years with High Seas Tuna Packing Co., and finally with Cal-Tuna from its organization.

In his announcement to the trade Mr. Ambrose said that the trade policies which Westgate has consistently maintained through the years would be continued conscientiously. The company's leading brand is "Breast O' Chicken," which is widely advertised and merchandised throughout the country.

Cook Inlet Weekly Fishing Is Limited to 48 Hours

Drastic reduction of Cook Inlet fishing to an aggregate of 48 hours weekly until July 28 is provided in the 1952 Alaska fishery regulations. This radical curtailment in fishing time was substituted for the catch quota originally proposed by the Fish and Wildlife Service.

An early season, for Reds and Chums only, is provided for Southeast Alaska from June 23 to July 5; followed by the main season from Apr. 4 to 30; and a fall season from Oct. 6 to 11.

Milton James to Retire

Milton C. James, assistant director of the United States Fish and Wildlife Service, will retire from the Service at the end of March. He plans to make his home on Puget Sound near Olympia, Wash.

Second Clipper Delivers Tuna Cargo Direct to Grays Harbor

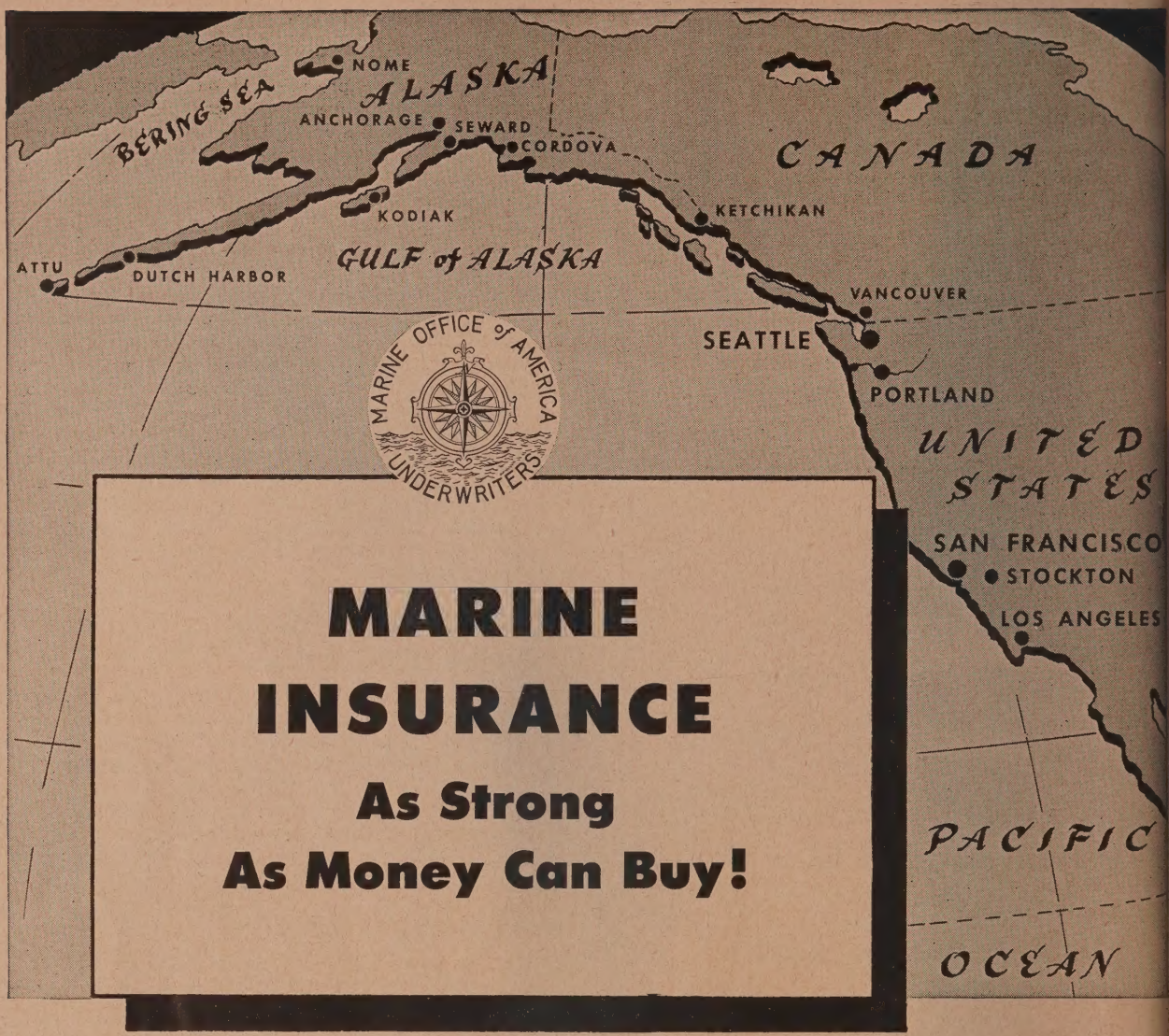
The second clipper trip of American-caught lightmeat tuna to be delivered direct to Grays Harbor arrived in February—230 tons of Yellowfin in the *Commander* for Paragon Packing Co.

The clipper was skippered by Capt. Donald Regal, with Frank Kobayashi as fishing master.

THE COVER PHOTOGRAPHS

Two salmon freezerships operating offshore in Bristol Bay in 1951 are pictured on our current cover. Activities of this class of vessels engaged in an intermediate step in salmon packing have come to command intense and serious interest as a development of prime importance in the history of the industry.

Photograph of the *Pacific Queen* is by Dr. W. F. Thompson, and that of the *Alaska Reefer* by R. M. Charlton, both of the Fisheries Research Institute, whose scientific studies in basic fisheries biology are endowed by salmon operators in the interest of broadened human knowledge of the salmon and the factors affecting their productivity.



THE Marine Office of America, in good times or bad, provides sound, unquestioned, dependable Marine Insurance protection for the Salmon Industry and the great West Coast Fisheries.

SOUND—because every Marine Office policy is backed by the security and great strength of its seven outstanding member companies.

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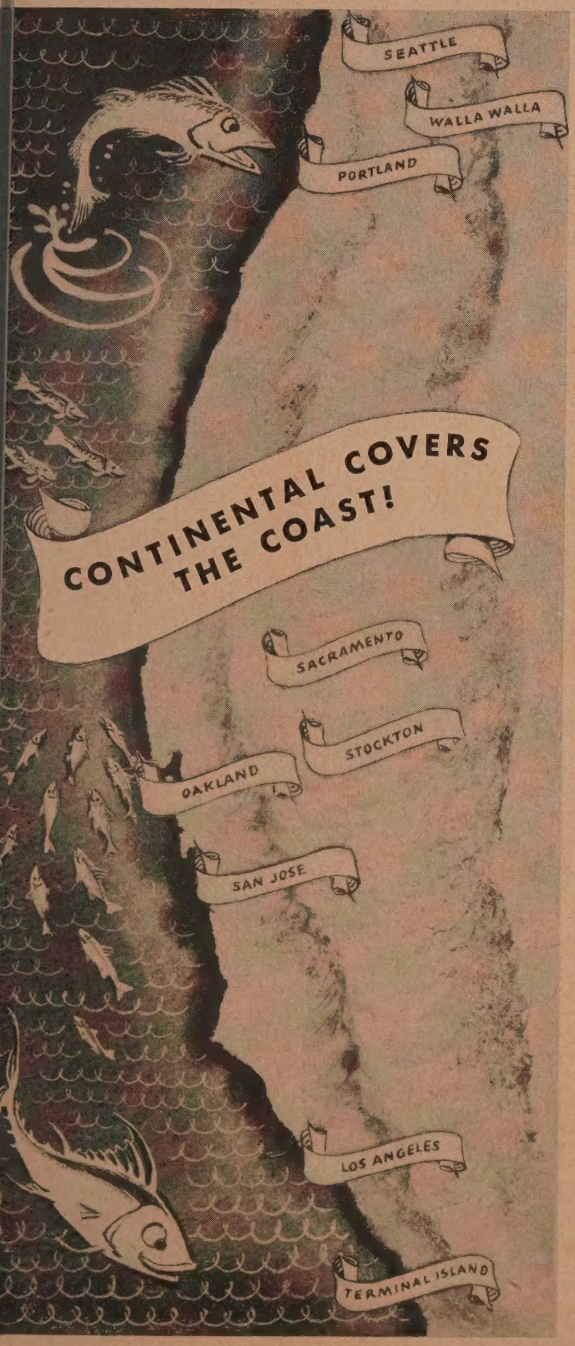
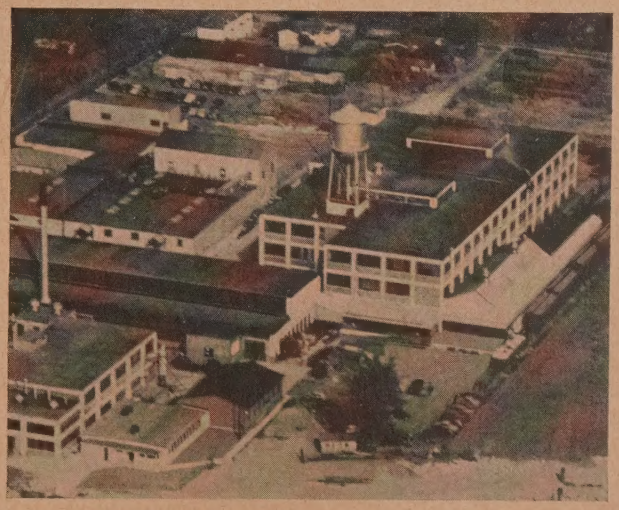


No matter where you operate, up and down the Coast, there's a Continental can plant handy to you. That means on-time delivery of the containers you need, when you need them—and quick availability of skilled technical service in any season.

Continental has been making cans in the West since 1927 and knows Western canning problems backward and forward. You'll find our cans are just right for your operations. They come in every size and shape—semi-formed or ready-formed—and are always bright, tight and clean.

So why not give us a call the next time you're thinking about containers. We have the equipment, the experience and the willingness to do a good job for you. You can count on Continental!



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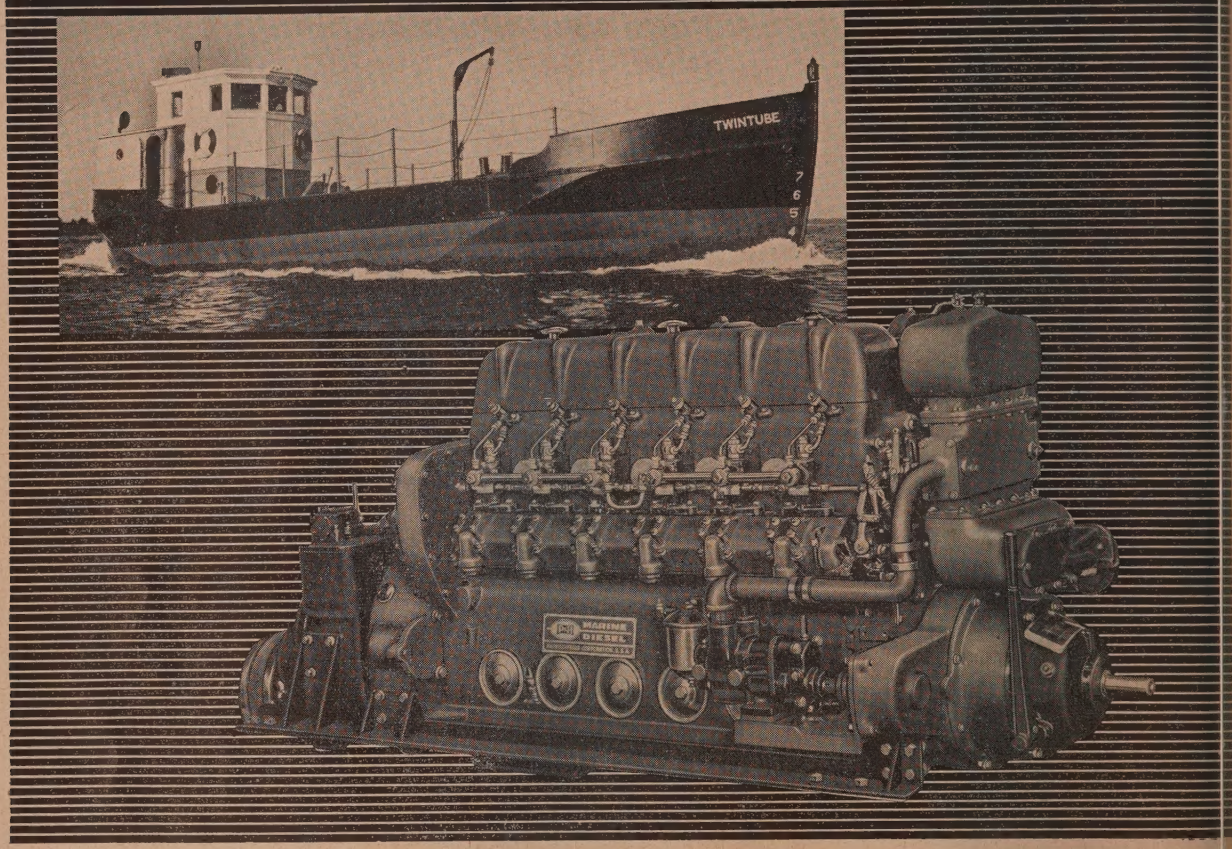

HEAVY-DUTY POWER

When you know what's behind P&H Marine Diesels, you know why they so successfully meet your toughest power requirements in marine service. This engine is a product of P&H's experience in building diesels for the toughest service *known*.

P&H Marine Diesels offer extreme simplicity of design with 20% fewer parts. They are easier to understand and service. The complete P&H cylinder head and liner assembly saves you time, money and trouble — because it can be replaced as a unit in only 40 minutes without unshipping engine from mounting . . . without touching the pan! All major castings are of lightweight, corrosion-resistant alloys.

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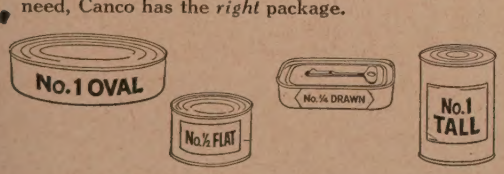

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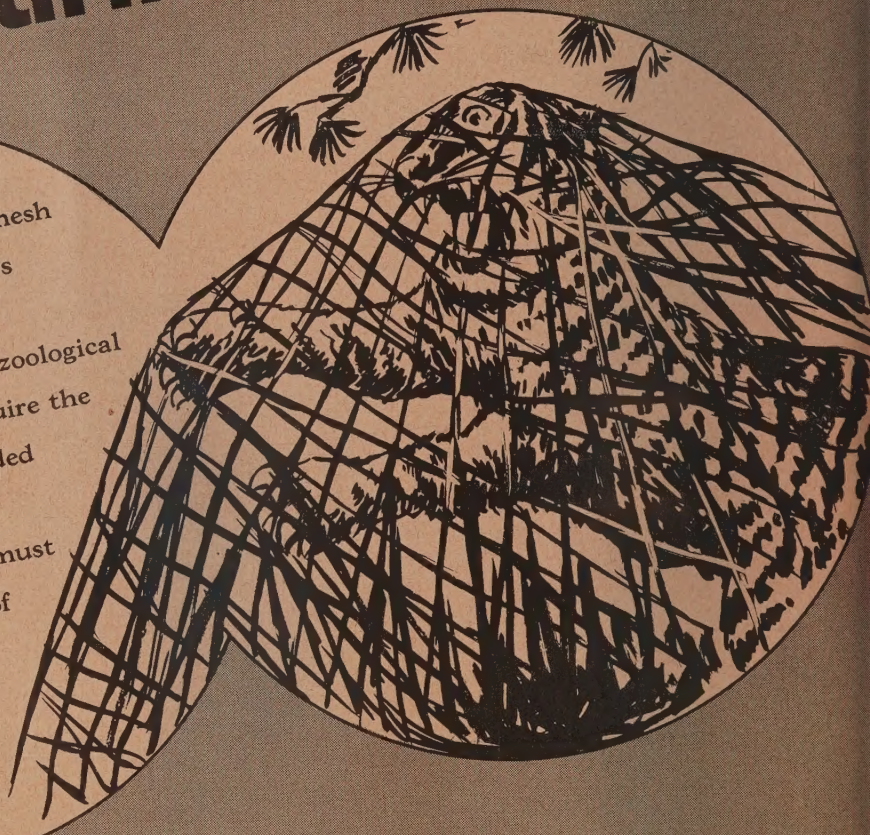
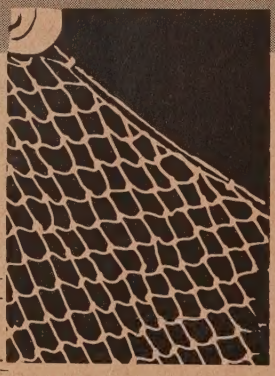
Strong nets, of large mesh are used in capturing tigers and other jungle animals caught for the various zoological gardens. These nets require the same perfection demanded by you commercial fishermen. They, too, must withstand the strain of peak loads and carry its prize load safely aboard.





For 70 years Ederer Royal Chinook Netting has been acclaimed by salmon fishermen as the most accurate and dependable netting on the American Market.

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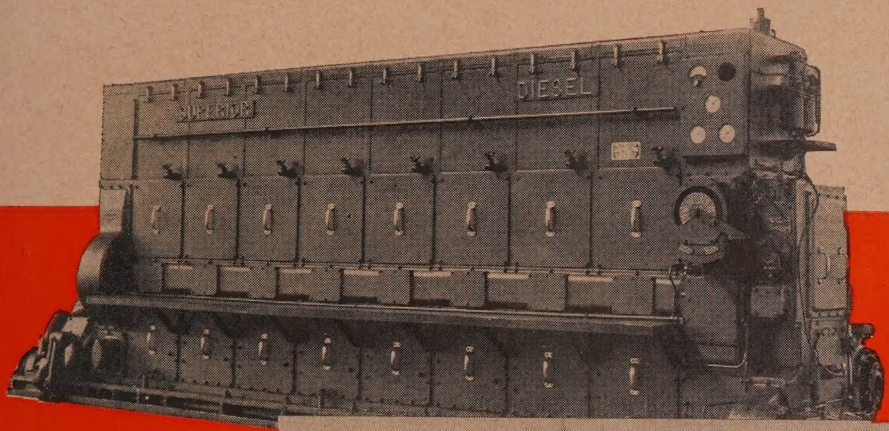
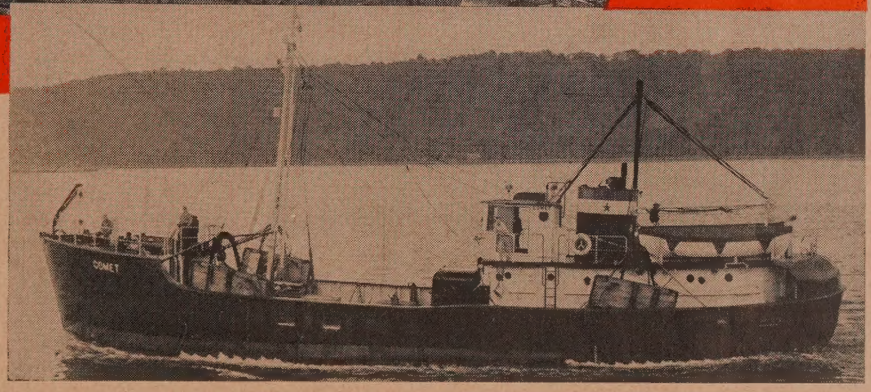


Superior model 60—12 x 15, naturally-aspirated



Trawler Comet—The new 106′ steel trawler Comet —Capt. Paddy Eustis, skipper.

n two recent landings at Gloucester the steel trawler *omet* brought in 210,000 pounds and 230,000 pounds espectively for her owner, the U. S. Shipbuilding orporation, in whose yards she was built.

But big catches are not unusual when boats are quipped with dependable engines like the Comet's 00 bhp, eight-cylinder Superior Marine Diesel. These recision-built power-plants are constructed to the ighest automotive manufacturing standards for maxium power under all operating and load conditions. rom basic engineering to quality-controlled manucturing, Superior and Atlas Marine Diesels are designed for heavy-duty service in commercial fishing operations regardless of type.

That's why you have a wide choice of sizes, horsepowers, and drives in 4-cycle Superior and Atlas Diesels—including direct-drive units, and reduction-gear models which will give you *more power in your present hull.*

Whether you're re-powering, converting, or building a new boat you'll want the kind of performance and operating economy you'll get from 4-cycle Superior and Atlas Marine Diesels—be sure to ask for details and bulletins.

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G. M. FISHING NET COPPER PAINT #1866 is higher in cost due to the anti-fouling element. Will not injure netting nor cause undue stiffness. Assures protection from fouling much longer than ordinary materials.

Write for prices and particulars about these net dips.

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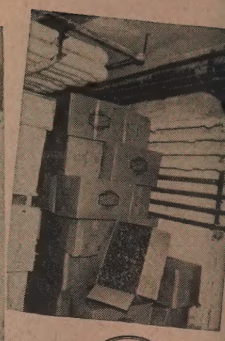

when–

WISCONSIN COLD STORAGE COMPAN

freezes moose browse–

they use VILTER of course

● The Canadian Moose, it seems, becomes a fussy eater when he's put behind bars. Recently the Milwaukee Zoo imported a pair of young moose from the Kenora district in Ontario, and feeding them became an immediate problem. The problem wasn't beyond the Zoo Director, however. He put the Zoo people to work hand-picking oak, willow, maple, dogwood, and honeysuckle leaves, and packing them carefully in boxes.

Next, he sent the boxed browse to Wisconsin Cold Storage Company for fast freezing and zero storage. Now the fussy young moose are thriving on leaves that are as good as fresh—thanks to an alert Director, to Wisconsin Cold Storage, and to the Vilter Refrigeration installed there.

It's no great trick, of course, for Vilter refrigeration to help store frozen leaves for moose. But Vilter refrigeration daily plays a part in unusual and difficult refrigeration installations. No matter how unusual your application, or how rigid your specifications, versatile Vilter refrigeration can be developed to fill the bill. And do it, more than likely, at considerable savings in costs, both now and through the years.

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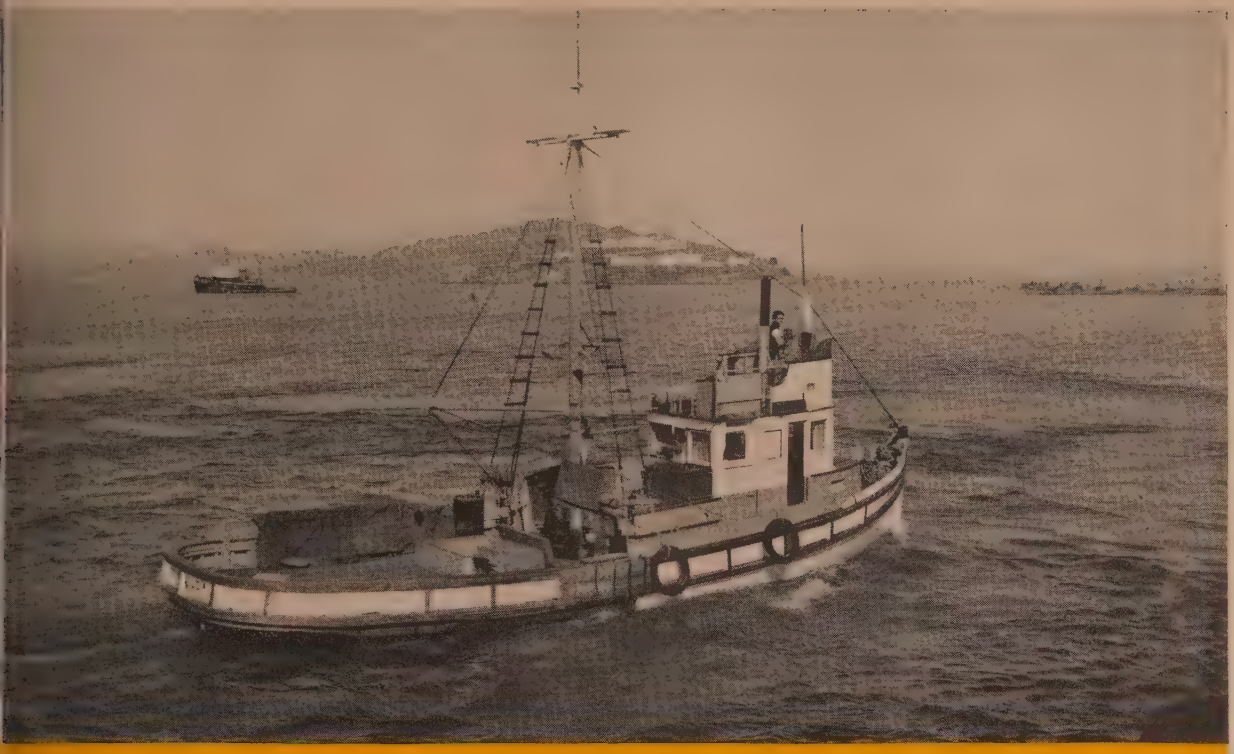

Leonilda, out of San Francisco, 46' x 14' x 6', is powered by a D8800 "Cat" Marine Engine

One overhaul in ten years

Frank V. Damato bought his trim 6-footer, *Leonilda*, ten years ago. There was a D8800 Caterpillar" Marine Engine in it. That same engine is it today—and has been overhauled just once in all ese years! And the *Leonilda* is no soft berth for any gine: She's on the go 15 hours a day, 24 days a month, months of the year.

"I think it's the best operating engine a fishing ssel can have," Skipper Damato says. "We never have worry about being left at sea with a dead engine. It erates and handles like an engine should."

The *Leonilda's* powerful "Cat" Marine Engine is *handled* like an engine should be, too. Today, more than ever, fishermen like Frank Damato realize the importance of keeping their equipment shipshape. "Caterpillar" service all along the water front helps them do the job easily and efficiently . . . keeps them bringing in the catches the nation needs so much.

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Diesel Marine Engines

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Although it's the smallest drag-line in the San Francisco fleet, the St. Bosco of Joe and Tom Catollico rec the same thorough care as the la tuna clipper.

BIG SERVICE...

General Petroleum marine agent Ed a real stickler for complete mainten even made a special trip to the h to service the St. John Bosco early Sunday morning when a sudden of fish found the small boat wit sufficient fuel to head out to sea. shown here with Tom Catollico.

TOP PERFORMANCE...

Operating on an average of 100 ho week for the past two years witho engine overhaul, the St. John Bosc given the Catollico brothers top per ance with G. P. fuels and lubricant runs at breakneck speed during fish to offset its lack of storage space.

Hundreds of other Pacific Coast fishermen have found that, large or small, your boat receives better all-around care from the friendly G. P. distributors stocking *Gargoyle*, the world's largest selling brand of marine lubricants.

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MODEL MTK—Two-cylinder, water-cooled. 3 KW A.C., or A.C. with 32-volt D.C. For heavy-duty service on pleasure or work craft.

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Ask anyone of the thousands who use Diversol and they'll tell you of consistently outstanding performance! They'll tell you that Diversol gives sanitation swiftly, easily, safely . . . cleans, disinfects, deodorizes like nothing else!

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In addition, Diversol comes in convenient, stable, easy to use crystals . . . no need to prepare stock solutions . . . simply dissolve in hot or cold water and use! Diversol is safe! Diversol is economical!

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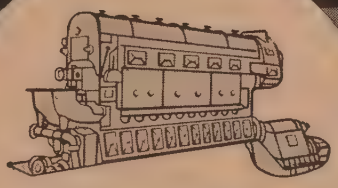
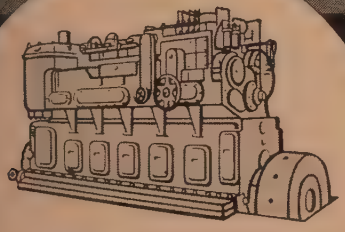
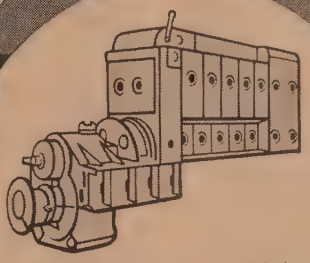


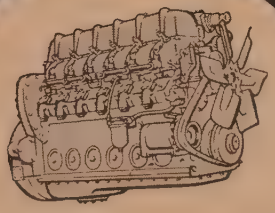
MODEL 38: Opposed-Piston engine: 640 to 1920 hp. with reduction gears for marine service.



MODEL 37: 500 to 2125 hp. for direct drive marine service.

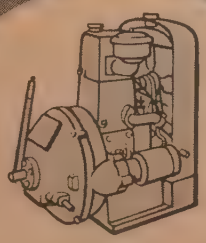


MODEL 31: 175 to 500 hp. with 2 to 1 reduction gears optional for marine service.



MODEL 49: 20 to 150 hp. engine for propulsion or auxiliary service. Reduction gears available.

Convenient, reliable sales, service and repair facilities. Fairbanks, Morse & Co., Chicago 5, Ill.



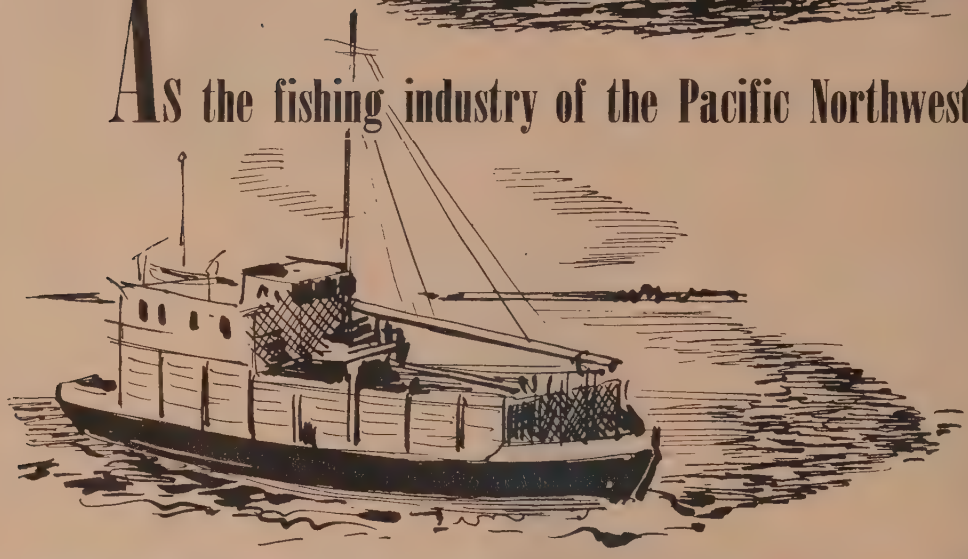
MODEL 45B: 5¼ and 10½ hp. engine for propulsion and generating service.

FAIRBANKS-MORSE

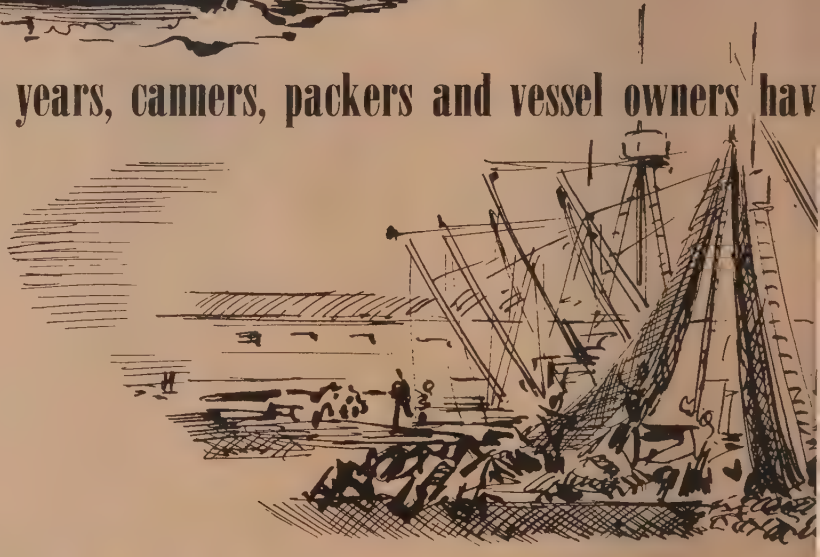
a name worth remembering

DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • ELECTRICAL MACHINERY • PUMPS • SCALES • RAIL CARS • MAGNETOS • FARM MACHINERY

AS the fishing industry of the Pacific Northwest and Alaska ha



progressed through the years, canners, packers and vessel owners hav



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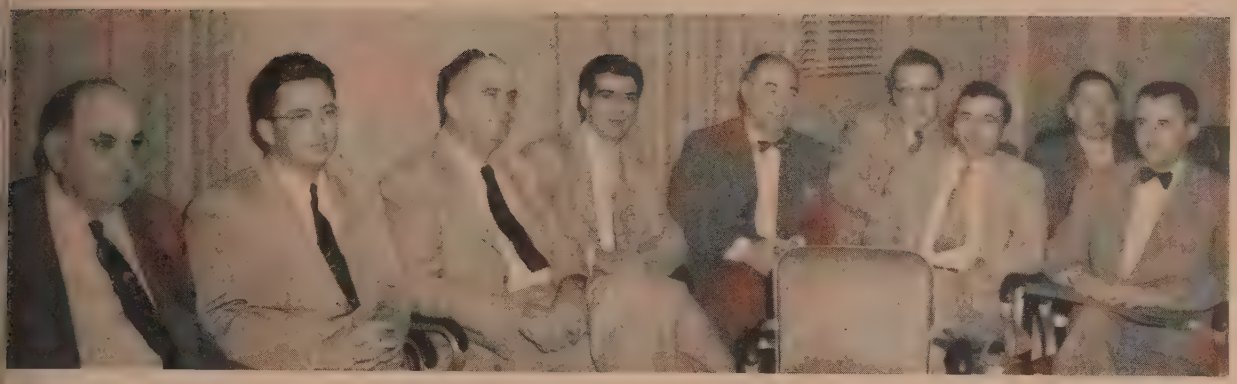
PACIFIC FISHERMAN

March 1952



or the nearly 50 members of the Pacific Coast tuna industry in Washington, for tuna tariff and import duty hearings, the nightly briefing" meetings in offices of the National Canners Association often continued well into the night. Left to right here: Capt. Harold organ, owner, "Chicken of the Sea"; Gilbert C. Camp Jr., Van Camp Sea Food Company; Frank L. "Pete" Szalinski, owner, "Mar-er"; Frank Gonsalves, owner, "Liberty Bell"; Joe Medina, owner, "Queen Mary"; Dr. W. M. Chapman, American Tunaboat Associ-ion; Anthony Madruga, owner, "Sun Glow"; Les Ballinger, AFL, San Diego; Charles White, San Diego coordinator, Pacific Coast Fish Producers Institute.

PACIFIC TUNA MEN UNITE IN IMPORT FIGHT

State Dept. Switches Policy and Advocates Quota on Frozen Tuna

The West Coast tuna industry oved on Washington, D.C., in late anuary to defend before Congress nd the Tariff Commission its right preserve a fishery it regards as ssentially its own from grave injury om foreign imports, either canned frozen.

It was the greatest example of soli-arity the Pacific Coast fishery has ver shown. It brought together in ne "armed-with-facts" camp, the lit-e fellow in the industry—the Alba-ore fisherman-owner, and the big en, with millions invested in can-eries.

The fishermen-owners (and with em the crews represented by a solid ont of unions), and the packers eeded each other. One saw his in-estment in his vessel and his liveli-ood jeopardized by 35,000 tons of aw imports in 1951. The other had uddenly become alarmed at the uild-up of tuna pack in brine and onita in oil, which threatened to tear huge gaps in his marketing territory; undersell and possibly destroy him.

Before the Tariff Commission the petition of the California Fish Canners Association, headed by President Montgomery Phister, for restitution of tariffs on canned bonito in oil; tuna and bonito in brine, it was an industry completely united and without a dissenting voice.

P. F. at the Tuna Hearings

Tuna interest centered in Washington in February, where the United States Tariff Commission and a committee of the United States Senate were considering the pleas of American tuna producers and packers for equalizing of tariff protection for their industry—and the arguments of opposed importers and distributors.

To keep fully abreast of every development affecting the Pacific fisheries, and to serve its readers with a complete and comprehensive report and analysis of the proceedings, *Pacific Fisherman* sent Arthur W. Ponsford, its Southern California editor, to Washington to cover the headings, and to weigh the opinions and policies, the economic and political thinking, which ultimately will determine the course for tuna.

These articles, these pictures, this analysis are Mr. Ponsford's on-the-spot staff report.

Capt. Sam Crivello, president of the American Tunaboat Association, sits on the left of this group; then Capt. Harold Morgan, owner of the "Chicken of the Sea"; and Capt. Anthony Madruga, owners of the "Sun Glow"; with William C. Eardley of Seattle, chief of the fish section of the Office of Price Stabilization, on the right.

But — when the "army" approaching 50 invaded the Senate Finance Committee room, February 4, after the Tariff hearings, a rather wide crack in the hitherto solid front was noted, as hearings on the Camp Bill H.R. 5693 began.

This bill, already passed the House, places a 3c per lb. duty on all imports of fresh and frozen tuna, effective 30 days after enactment, and running to April, 1953. Meanwhile an investigation by the Secretary of the Interior and the Tariff Commission on the whole tuna economy, is to be reported to Congress by January 1, 1953.

Some Packer Opposition To Frozen Tuna Tariff

The Columbia River Packers Association, Inc., Astoria, represented by its president, T. F. Sandoz, opposed this bill on the ground that CRPA packed only Albacore; was geographically located as to be unable to buy its total requirements from the domestic fishery; therefore must reserve the right to fill out elsewhere.

Of the two activities, the Camp bill appeared, for the temporary solving of immediate needs, to be the most important. It was the one in which the fishermen and vessel owners, from the lordly tuna clippers, through the purse seiners down to the thousands of small Albacore boats, had the major stake.

The packer did have two choices: He could either buy from the domestic fleets, or he could purchase abroad. The fisherman only had one market, his own.

There was some indication that the embryo Atlantic tuna-packing (not fishing) industry and represented by the four-member Tuna Canners Association—with an assist from two Monterey, California, canners—might provide an additional outlet. But testimony brought out the fact that the total employment of the plants in Maryland, Maine and Massachusetts — with one in the talking stage in South Carolina — was only a few hundred, which didn't promise disposal of important tonnage.

East Coast Fishermen Support Duty on Tuna

The east coast packers were all for keeping the imports coming in free, but the Atlantic Fishermen's Union, AFL, was not disposed to go along with representations made for, the preservation of the industry by Senators Margaret Chase Smith, Brewster and Butler, before the committee.

After word was printed in newspapers of New England to this effect, Patrick McHugh, secretary of the union, spent a wad of money in a long wire to Chairman George, declaring the senators must be misinformed and that his members were confused and alarmed. They wanted none of foreign raw tuna.

Sum and substance of the wire was to the effect the fishermen had the idea of creating a tuna fishery on the east coast (Bluefin — best of 'em all the fishermen and canners think)— and if the West Coast was being pushed to the wall because of foreign imports, what chance did they have?

A man who fought a good fight to preserve a favorable flow of canned bonito from Peru; and for exports to this country of raw Yellowfin and Skipjack, was Francis D. Wyatt, vice president of Wilbur-Ellis Company, San Francisco.

While T. F. Sandoz was concerned about a free flow of Longfins to the Astoria cannery, Mr. Wyatt's interest was in raw exports from Peru of the other two species. Wilbur-Ellis supplies raw tuna to plants on both coasts.

Importers Contend Foreign Supplies Needed in U. S.

It was Mr. Wyatt's contention that a decentralization of the tuna industry was already well under way—that imports do not necessarily deprive the Southern California fleets of the market but that imports merely supply American canneries in competition with canners who absorb the Southern California catch.

In this regard, the Wilbur-Ellis vice president seemed to think — in view of the fact the State Dept. had suggested that 25,000,000 lbs. of raw tuna should come in free, before duty-State was having difficulty getting agreement among other departments on this quota. (Fish & Wildlife suggested 16,000,000 lbs.)

According to Mr. Wyatt, several departments were trying to estimate how much decentralized competition the Southern California fish industry should be subjected to.

"The problem," he declared before the Senate Finance, "seems to us to require not so much a statistical study by the Tariff Commission, but rather a study by those government agencies interested in the free interplay of commercial competition, such as the Federal Trade Commission."

Indeed, when Harold F. Linder deputy assistant secretary of state for economic affairs, appeared, with a corps of experts before Senate Finance, it did seem there was some confused thought on the whole subject.

State Department Revises Its Stand on Tuna Tariff

In the first place the State Dept. declared that, when asked to testify before a sub-committee of House Ways and Means, it has been caught unprepared and on October 12 had stated to Chairman Doughton it had no objection to H.R. 5693.

Before Senate Finance, however, on February 6, the department declared that, with more time to study all the problems and particularly the implications involved, it had shifted its position more than slightly.

It didn't so much object to the 3c per lb. duty on fresh and froze

eft to right: George Campbell, Campbell achine Company; ed Wolleson, Off- ore Fishing Vessel wners Association; . P. "Tex" Ellington id William J. Grin- an, Vam Camp Sea ood Company; Mason ase, chairman, Paci- c Coast Fish Produc- 's Institute; O. R. rackbein, National abor - Management ommittee on Foreign rade Policy; Ray 'ebb, secretary-treas- rer, P.C.F.P.I.; Earl . Nielsen, California una Canning Com- pany.

ut first it wanted to bring in 12,500 ons free, thus watering down the 3c er lb. to what would actually be, in ne light of 1951 imports, just over c per lb.

Reasons given were—that the duty would seriously impair Japan's sec- nd most important export—and that would be resented by Latin Ameri- an countries to a point of possible re- aliation against American fishing eets.

Mr. Linder also made a point re- arding the foreign policy implica- ons of this action, to which Senator Millikin strenuously objected.

The deputy assistant secretary said nat of late foreign countries felt rowing uncertainties regarding the oreign policy of the United States. They have been asking with increas- ng frequency," he said, "whether we re abandoning our general approach f negotiating for reducing the vol- me of world trade." Such incidents, Mr. Linder declared, as the passage f Section 104 of the Defense Produc- on Act have had a very deep impact.

Senator Millikin, member of Fi- ance, challenged that. He said—Name one country which is entitled, n good faith, to ask that question of s." (Mr. Linder mentioned Denmark nd Holland, but it was pointed out ne discussion and the implication nerein concerned countries of the 'acific rim.)

The State Dept. also stated there were indications that the most acute hase of the Southern California eet's difficulties had passed, but not ll problems have been solved, and here was no way of determining at what level the fleets would operate hroughout 1952.

5 Million-Pound Quota roposed By State Dept.

Therefore, the Department did not eel it should recommend against en- ctment of a temporary duty of 3c per b., but proposed the bill be amended to permit free entry of 25,000,000 lbs., a figure it was claimed that had some historical justification. (So far as the fleets are concerned nothing has any historical justification which permits a total case pack out of proportion to the fishermen's ability to catch and deliver raw material.)

Mr. Linder also proposed that, if this amendment was incorporated in the bill, and it was enacted into law, that of the annual duty-free quota coming into this country: One-quarter should be available in the first quarter; one-half in the initial six months; three-quarters in the first nine months.

Advocacy of a frozen tuna import quota by the Department of State was one of the surprising developments of the hearings, inasmuch as it represented a definite about-face in policy. Hitherto the State Department has taken the position that GATT—General Agreement on Tariff and Trade—bound this country from applying any new quotas to imports.

Certainly, State's willingness to consider a quota was regarded as a major liberalization of its attitude with respect to the protection of an American fishery industry against pressure of foreign imports.

State also took note of the fact that, under the escape clause procedure in the Trade Agreements Act, with regard to canned tuna in brine; bonito in oil or brine, the Tariff Commission was studying to determine if serious injury is being caused or threatened; and that, if appropriate remedial action was taken, it would affect the competitive position of fresh and frozen.

The Tariff Commission also presented a case before Senate Finance which observers thought might be favorable to the petitioners. It said, through Louis B. Ballif, chief of the Technical Service, "H.R. 5693 would impose a duty of 3c per lb. on fresh and frozen tuna for a period beginning on the 30th day after the date of enactment of the Act to April 1, 1953. In our opinion the bill is correctly worded to accomplish this purpose."

The Commission also took note that in the case of fresh and frozen, now duty free, the imposition of a duty would have repercussions on the tariff protection now afforded the domestic tuna industry by present duties on tuna in-oil; or in-brine; and bonito, in-oil or brine.

Also noted was how imports of frozen greatly increased after the duty on in-oil went to 45% duty; as also how, when the duty raised from 22½% to 45%, importations of canned in-oil shot upwards in the interim to beat the duty. It also drew attention to increase of tuna in-brine, as well as the hike in canned bonito in-oil.

Adequate Protection Requires Equalized Tariff Treatment

Tariff declared it was impossible to determine how restrictive on imports of frozen, 3c per lb. would be. It did however, declare the competitive position of the domestic producers would be substantially improved. On the other hand, if foreign frozen producers reduced their raw price by 3c per lb., the raw price in the U.S. would not be affected by the duty and thus the competitive position of the domestic industry would remain unchanged.

Tariff went to the heart of this entire and complex problem by declaring that: If Congress wished to assure adequate protection to the domestic tuna producers, it would have to equalize both frozen raw fish with the implications of the canned product tuna and bonito, in oil and brine.

The West Coast's—or as it turned out with fresh and frozen—Southern California's case was, as Senator Butler of Maryland put it, "spearheaded

by the boat-owners." This was true, the producer-director of the piece being Harold F. Cary, general manager, American Tunaboat Association, San Diego, assisted by ATA's director of research, Dr. W. M. Chapman, and John Real, general manager, Fishermen's Cooperative Association of San Pedro.

Cary Draws Wide Acclaim For Effective Campaign

Too, the exhaustively - complete overall brief of the proponents, with its numerous charts, graphs, data, etc., was largely the work of Cary. At the end his own crowd and the opposition, east and west and across the Pacific, gave to Cary a loud and enthusiastic "Well done!"

So far as H.R. 5693 was concerned, the basic question before the Senate Finance Committee, ably conducted by Senator George (Georgia), and with keen analytical questioning by Senator Millikin, was, "if, as a result of increased duties on tuna in brine, and bonito in oil and brine, which might possibly come out of the Tariff Commission investigation and — no duty is placed on fresh and frozen, what would happen to imports of the raw product?"

Before the Tariff Commission, also so ably led by Harold Cary, with fullest cooperation from canners, owners and unions, the basic question, asked time and time again, by the Commissioners, in one form or another was: "Are imports of canned tuna in brine, and bonito in oil and brine, directly competitive to tuna in oil, and therefore causing or threatening injury to tuna in oil?"

As the hearings finally ended—five days before Tariff; four days before the Senate committee, the "delegates" from both sides — scattered east and west, impressed no end by the unfailing patience and courtesy on the part of the six Tariff Commissioners, and members of the Senate Finance.

As Frank Gonsalves, owner-skipper of the clipper *Liberty Bell*, said: "This has been the greatest experience of my life. I learned more about the tuna industry here than I ever knew before."

Cary said the last word: "I think we won on facts — but fact don't always win."

TURN TO PAGE 59
For Report of Tariff Commission Phase of Tuna Hearing

Los Angeles
Jan 10-52

Pacific fisherman
Seattle

Dear Sirs - Here is a word of thanks for your efforts to help the fishing industry. Plain facts. No wild eyed speculations no cockeyed promotions. You have left leave that to the radio comment boys. Thanks for that too.

Here is a check for our 1952 subscription to P.F.

The January cover is a dilly. We intend to send it to President Truman.

Best wishes

Hugh Perry
419 East 64 st
Los Angeles 3
California

Tuna Commission Opens Costa Rica Laboratory

Gerald V. Howard, researcher for the Inter-American Tropical Tuna Commission, arrived at Puntarenas, Costa Rica, January 12 to start intermediate work on the commission's laboratory in the Gulf of Nicoya. He was accompanied by Clifford Petersen, junior scientist, University of Washington school of fisheries.

Mr. Petersen will have charge of the laboratory after it is established and Dr. Howard will return to San Diego to continue work with Dr. M. B. Schaefer, director of investigations of the international commission.

The latter said last month the commission now has $60,000 appropriated for the year's work and the Costa Rica laboratory will be expanded as additional funds become available.

Principal activities of the commission will center at first on an investigation of the anchovetta, one of the prime source of live lures for the tuna clipper fleets.

Copalis Cannery Burns

The building of the Pioneer Cannery at Copalis Beach, Wash., burned to the ground in January with a loss estimated at more than $10,000.

Cause of the blaze was undetermined. The building was owned by Mrs. Martha Eskestrand of Vancouver, B.C., and the loss was believed to be partly covered by insurance.

The cannery didn't operate in 1951 but was in full-scale operation the year before, handling clams, sardines and other fish.

TEEL DEAL and SALMON COSTS

Salmon prospects for 1952 seemed
l to Steel at presstime.
Discussions of labor contracts were
ultory. Meetings were held, it is
e, but the Unions in particular had
ir eyes and minds on Washington
l the Steel Settlement, rather than
the business in hand.
Obviously, negotiations well into
bruary were fruitless jockeying in
expectation that the Steel Settle-
nt, when and if made, would set a
tern for other industry—and that
would be a pattern for a Political
ar.
This process of keeping an eye on
el was natural enough under the
cumstances, and all the implica-
ns of election year thinking on eco-
mic policies—but it isn't altogether
listic when you look at selling
ces.
Steel is the stuff of armament, and
impact of military spending falls
it far more directly than on foods.
Food prices and commodity mar-
ts this spring give little reason to
nk that a hike in costs patterned
er a Steel Deal can be passed along
the consumer in higher-still salmon
ces—not when most salmon items
selling below ceilings, and when
od quality canned tuna is available
any super at 21c per half-pound
n.

aska "Boat Level" ices Tied To Wages

Prices of *Alaska* salmon for can-
ng were tied to wages by a late Jan-
ry order of the Economic Stabiliza-
n Agency when jurisdiction was
legated to the Wage Stabilization
ard so far as the "wages, prices and
ated compensation for the catch
d disposition of fresh Alaska sal-
n" are concerned. *This does not*
rtain to salmon prices elsewhere
n in Alaska.
This action was taken on the recom-
ndation of the Office of Price Sta-
ization and the W.S.B. Whether
ruling applies to Alaska salmon
freezing, curing or fresh shipment
s still somewhat hazy at presstime.
e responsible official related to
handling of fisheries in Washing-
told *Pacific Fisherman* that, in his
nion, jurisdiction over the prices
all Alaska salmon at the "boat
el" is now in the hands of the Wage
bilization Board.
So far as cannery salmon is con-
cerned, this sets-up a situation identical with that prevailing during World War II. At that time, however, prices of salmon for curing or freezing was not tied to wages.

John Lind of the General Fish Co., new president of the Northwest Salmon Canners Association, stands here between the association's other principal officers, Charles Turner of the Kodiak Fisheries Co., left, vice president; and Jack Brennan of the Haines Packing Co., right, re-elected secretary.

Impact of Federal Authority Heavy in '52

Effect of this delegation of authority to W.S.B. presumably will be to tie the price of salmon — for canning at least — to the national formula for wages. Just how all this will be worked out is uncertain — but tha process is bound to be interesting.

Any way you look at it, Federal authority and Federal policies, Federal bureaucracy and Federal politics seem bound to play a heavier part in the Alaska salmon picture in 1952 than they have for years — and that's pretty heavy.

Internal affairs of Alaska fishery union were concerning them more than negotiations with the operators during the first part of the year. The Alaska Fishermen's Union had voted to withdraw from the I.L.W.U., and was engaged in electing officers.

Early Season Anticipated For Southeast Alaska

Southeast Alaska salmon circles held high hopes that the new Alaska fishery regulations for 1952 would carry provision for an early season, designed to take a portion of the early runs of Reds and Chums which have been building up in recent years. It was anticipated that such a season might run for a period of two weeks or more through late June and early July. This would be followed by a closed period through most of July, until the opening of the general Pink season.

There was also reason to expect substantial modification of original proposals for regulation of Kodiak Island fisheries; and the Fish and Wildlife Service announced in January that the proposed 50-fathom cut in Bristol Bay gillnet length would not be put in force.

Cannery consolidations will be resorted to generally on Prince William Sound this season, and a number were tentatively jelled early in the spring. The short season there, due to follow on the heels of last years disaster, gave every encouragement to consolidation.

Bristol Bay Freezership Fleet Still Growng

Expansion of the freezership fleet will continue this season, but at a much slower pace than last year. Expectations are that there will be three additional freezers on Bristol Bay, come June.

The Puget Sound Boat Building

Co., Tacoma, is converting two surplus vessels for the purpose, and the Western Boat Building Co., Tacoma, has one.

There was a *possibility* that some tuna clippers from California might venture north for salmon, providing the tie-up situation continued to idle them so far as tuna is concerned. Power gillnetters to supply them might be hard to come by, however, and this matter of fishing boats would tend to discourage such ventures.

Shore cannery operators in the Bristol Bay area are actively equipping themselves with power gillnetters, and their setnet fishermen with power skiffs, this spring. Hundreds of power boats will enter the fishery there for the first time this spring, some of them new, and more of them converted from former sailboats by a number of interesting methods and devices.

Sharp-Peaking 1952 Sockeye Run Anticipated by Seasons

With the main run of Sockeyes to the Fraser River in 1952 expected to peak sharply in late July and early August, the International Pacific Salmon Fisheries Commission at the end of January adopted a principal Sockeye season for 1952 running from June 30 through Aug. 24, with 48-hour weekly closures. On the basis of past experience, fishermen expect the run to peak from July 20 to Aug. 10.

In addition to this season, ocean fishing for Sockeyes will be permitted from June 30 through Aug. 10, with 48-hour week-end closures coinciding with the Saturday-Sunday closures inside.

Further, fishing in the Fraser River itself, and adjacent gillnet areas, will be permitted from June 30 through Sept. 28, but *with 72-hour weekly closures.*

This extended weekly closure for gillnet gear is particularly interesting, in that it is a recognition of the necessity for a continuous closure of 72 hours in order to assure escapement of Sockeye through the Fraser River gillnet fishery. It has become accepted that a closure of less than this period is ineffective in permitting the fish to pass through the gillnet sector; and that the intensity of that fishing is such as practically to eliminate escapement of salmon during open periods.

In adopting the seasons set-out above, the commission indicated that it *might* prove necessary during the peak-run period to shut-down fishing for one or the other national fleets in order to bring the catch into approximate balance, as required by the international treaty.

Robert J. Schoettler, Washington director of fisheries, was elected chairman of the commission for a two-year term. He succeeds Senator Thomas Reid of British Columbia, who has headed the commission for the past biennium. A. J. Whitmore, chief supervisor of fisheries for Western Canada, was chosen secretary of the commission.

The meeting marked the retirement from the commission of Edward W. Allen, Seattle attorney, who has served on the commission since its creation. Mr. Allen, who is also a member of the International Fisheries Commission, was honored in his retirement for the long, selfless and highly intelligent service he has given to the Fraser River rehabilitation e terprise.

He was succeeded by Elton Jone Seattle lawyer.

Columbia Season Cut To Build July Run

Two weeks were cut out of the 19 summer fishing season on the Colu bia River when Oregon and Washin ton authorities in January decided take drastic action in an effort to r build the seriously depleted stock.

Curtailment of fall fishing to pr tect the Silver salmon run was al provided for in the application of 4 hour weekly closures from 6 p.m. F day until 6 p.m. Sunday of each wee from Sept. 10 to Dec. 1.

The state authorities also agreed staggered seasons above and belo Bonneville in an effort to give the fi opportunity to pass through the e tire fishery sector during the clos period.

Open seasons for 1952 were decid upon as follows:

1. Below Bonneville, April 30-Ma 25; above Bonneville, April 30-June
2. Below Bonneville, June 20-Ju 15; above Bonneville, July 2-July 3
3. Below Bonneville, July 29-Au 26; above Bonneville, Aug. 14-Aug. 2
4. Below Bonneville, Sept. 10-Dec.

King Crab Trawlers Register Strong Bid to Keep Halibut

Operators engaged in trawling King crab in the waters of Bering Sea made a strong plea to the International Fisheries Commission at its annual hearing at the end of January for permission to retain halibut taken incidentally to bona fide operations for King crab.

At present the King crab trawlers working Bering Sea are forbidden to retain crab by the commission's regulation against the retention of halibut taken in nets of any sort.

This regulation is designed to meet a number of conditions prevailing in Area 2; and the King crab interests maintained these considerations did not prevail in Bering Sea, while citing other arguments in support of their proposal.

Among these arguments were:

1. The Bering Sea halibut are not now being utilized, there having been no long-line fishery in those waters for a number of years.

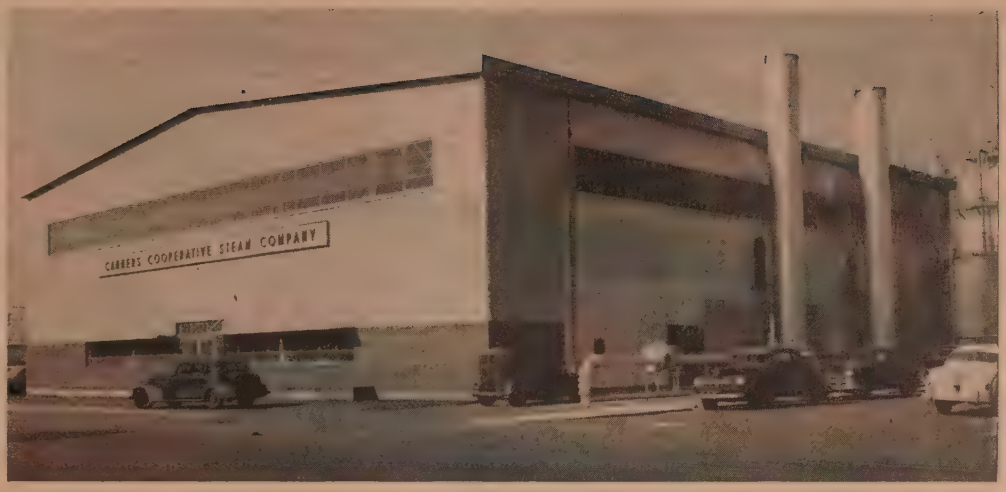
2. Retention of halibut taken trawls would provide the comm sion's scientific staff with biologic data which it desires, and which is n now available.

3. Minimum mesh used in the cr trawls is 12″ stretched measur which would permit the escape of under-sized halibut.

4. Utilization of the Bering Sea ha but stocks is desirable, not only biological and economic grounds, b also to support the specialized po tion of North Americans with respe to the halibut resource in tho waters.

Although the commission gave indication of the recommendati which it might make for regulatio in line with the request, petitione gained the impression that the co mission was favorably incline toward their position.

anners Cooperative team Company, Inc., ade steam facilities vailable to canneries of ve companies on Termi- al Island, representing 2,000-hp., at beginning the Southern California rdine season, October 1. he $1,000,000 plant is tremendous project and ade possible the discon- nuation of all individual eam plants and attend- nt heavy overhead, sup- lying steam requirements 00% to French Sardine ompany, Van Camp Sea ood Company, California larine Curing & Packing ompany, Terminal Island ea Foods, Ltd., and South Coast Fisheries, Inc.



Most Tuna Boats at Sea Again; Early-Year Take Low

Packers and fishermen began 1952 vith a record low production of tuna n Southern California.

San Diego, "tuna capital of the vorld," in January received only 196 ons of tuna, 138 Yellowfin, 58 Skip- ack, and packed 6,357 cases! This ompared to 9,787 tons of tuna in anuary, 1951.

Los Angeles-Long Beach fared bet- er, with 4,530 tons, 3,757 Yellowfin, 51 Skipjack, and 122 Albacore. In 951, January brought to San Pedro ,680 tons.

About two-thirds of the live-bait leet were at sea at presstime, but it vould be a month or two before any onnage could be expected from the lippers. And they weren't finding ishing good, those at sea. Purse sein- rs were ranging far into tropical vaters to get their Yellowfin. The *Santa Helena* unloaded at French Sardine Co. in early February, 270 ons, but after a three-month trip! With the exception, perhaps, of West- gate-Sun Harbor and the West Coast Packing Co., San Diego, all canneries were releasing or had already re- eased their fleets as February began. Some clippers were finding fish in the icinity of Tres Marias off the West Coast of Mexico, but the majority were in Peruvian waters.

Pure seiners *Anthony M*, *Bonnie M*, *Marsha Ann*, *Golden West*, and the *Arlene S* were either searching tuna off Costa Rica or farther down off Peru. The *Pioneer*, *Courageous* and *St. Christopher* were confining their range to Mexican grounds.

The Van Camp Sea Food Co. was the only cannery as this issue of PF went to press to have signed a tuna marketing contract with the Fishermen's Cooperative Association, acting as marketing agent for its more than 100 skipper or owner members.

This contract specified a $320 a ton price for Yellowfin, $260 for Skipjack. One of the more important sections of the agreement was that relating to price decline. The agreement states that the Cooperative guarantees "canner against price decline during the term of this agreement made with its knowledge and consent by any of its members selling hereafter. In the event of such price decline, then the Co-op will sell all fish thereafter delivered to the canner at the new and lower price, regardless of whether the vessels sailed before or after the price decline." As to price increase, the agreement states that such an increase given to one vessel applies to all deliveries by Co-op vessels.

Temporary price of Yellowtail, Bonito and Bluefin was given as $185, $195 and $310 respectively. Thus far no Bluefin has been netted at Guadalupe Island, where they are customarily found at this time of the year. Canners have shown no desire to take Yellowtail or Bonito in any quantities.

Purse seiner skippers and owners were stunned in January to receive news of an increase in Mexican fishing license costs for vessels from 16 to 70 net tons. The former cost was $16.11 per ton, the new and higher fee, $20.95. Last year the Mexican government cut the length of each licensed fishing period from 70 to 50 days, another blow to net operations.

5-Day Catch in 5-Month Season

A disastrous sardine season ended for northern California last month. The Monterey catch of 24,865 tons of sardines for the season was delivered by truck from Santa Barbara, Avila, and Hueneme. Less than 100 tons were caught in Monterey Bay, once the heart of a $22,000,000 business.

This season Monterey receipts made a total pack of 492,564 cases. Two of the 16 canneries did not operate this season; two were working on an "extremely limited" basis, and the remainder on limited basis far below their capacities.

The entire catch could have been delivered in normal times by Monterey's fleet in five days. In 1944 a fleet of 77 boats brought in over 9,000 tons in one day, all from around Monterey.

A total of 333,643 gallons of fish oil was processed and 2,236 tons of meal.

The catch itself brought approximately $174,055 to Monterey's 42 ships, and about 504 fishermen. Prices ranged from $36 at truck shipping points and $46 at the cannery to $60 per ton at the end of the season.

In the 1944-45 season Monterey alone brought in 234,613 tons and the entire coast including the Pacific Northwest, 579,130 tons.

During the 1951-52 season fishing did not exist other than in southern California waters. San Francisco processed by 346 tons, an amount that could be delivered by two or three purse seiners.

THE ONE BIG LAUGH

Thinking people interested in the cause of conservation find little at which to laugh in the arrogant attitude of the Truman Administration's Federal Power Commission, which granted permits for construction of destructive power dams on the Deschutes and Cowlitz Rivers in spite of state laws which forbid structures endangering fish resources.

Oregon has a law which forbids a dam on the Deschutes unless it meets the approval of the Oregon Fish Commission. Federal Power Commission grants the permit despite the fact that the Fish Commission disapproved the dam as destructive.

Washington has a law reserving the Cowlitz River as a sanctuary for migratory fish, and forbidding dams which would impair this function. The Federal Power Commission flouts both the law and the finding of its own examiner by granting permits for two destructive dams.

There's nothing to laugh about in such bureaucratic arrogance.

There's nothing to laugh about in the extermination of the Deschutes and Cowlitz River salmon.

Yet in all this there is *one big laugh* —albeit a sardonic bitter one.

It is furnished by R. D. Holmes, the leftish state senator from Clatsop County, Oregon, center of the state fisheries.

He professes to see in all this pro of the "need" for a Columbia Valle Authority to "administer a sensib plan of power, reclamation, navig tion, fisheries, forestry for the bene of the whole region and the nation."

Thinking voters will see in th trampling of the laws and rights the states not a proof of the need f an all-powerful federal authority ov the Columbia region, but a demo stration of the disregard for the stat and the rights of their citizens whi would be inevitable under the sedu tive Federal Socialism of a Columb Power Authority.

Salmon Cutting Highlights Industry's March Calendar

The salmon industry's annual Canned Salmon Cutting and Research Conference — highlight of the spring season — is booked for March 13 and 14 at the Olympic Hotel, Seattle.

It will offer operators opportunity to examine a comprehensive cross section of the 1951 pack. Some 700 samples will be cut and examined by 130 judges.

The program, closely condensed, follows:

Thursday, March 13 — Judging starts at 8:15 a.m., with the cutting tables opened generally at 10:45.

Afternoon session, opening at 1:30, will be in the Olympic Bowl, and will be devoted to a comprehensive report on the progress of the scientific research conducted by the Fisheries Research Institute under sponsorship of the salmon industry.

Friday, March 14 — Morning session in the Olympic Bowl will be marked by a departure from usual practice in that there will be but one report on results of the cutting. This consolidated review will take the place of the six usually made, and will be the work of Philip Carmichael of the S. & P. Sales Co.

There will also be talks by Dr. C. Earl Albrecht, Alaska commissioner of health; and by a representative of the F. A. W. S. regional office at Juneau.

Other features for the Friday program will include an address by Carlos Campbell, secretary of the National Canners Association; and talks on the possibilities of employment of fission products and radiation in industry by speakers from the Atomic Energy Commission.

Fred Cleaver Heads Oregon Fish Research

Fred C. Cleaver, biologist, took over in February as director of research for the Oregon Fish Commission. He was appointed by Arnie J. Suomela, director of fisheries, to succeed Donald McKernan, who resigned to become assistant director and chief biologist of the Pacific Oceanic Fishery Investigations.

Mr. Cleaver is widely recognized as a sound and noteworthy fishery biologist. Graduated in 1941 by the University of Washington School of Fisheries, he spent three years with the federal Fish and Wildlife Service in Alaska investigations, and then for six years was on the biological staff of the Washington state department of fisheries, before spending a year in the Pacific Oceanic Fishery Investigations, from which he resigned about a year ago to join the Oregon research organization.

3 Steel Gillnetters For Cook Inlet

Of general interest to the fishing industry is news of the construction of three new steel gillnetters for Cook Inlet. General Fish Company is having the Jannsen Boat Works, Seattle, build the boats.

Power for the three will be Nordberg 95-hp. Arrows supplied by the Northwest branch of the Nordberg Manufacturing Company.

Halibut Season Opening Scheduled for May 14

Halibut season opening this spri will come on May 14, fishermen a dealers concerned were informed b the International Fisheries Comm sion following its meetings at the e of January.

This opening date will apply Area 1, to all of Area 2 except t Goose Island and Forrester Isla sub-areas; and to Area 3, except f such sub-areas as may be establish by the regulations.

This language of the announceme is taken to mean that the commissi will again this year have a speci season for the sub-areas establish last year—and perhaps for one more sub-areas in Area 3.

The commission further indicat that it would plan to open the 19 general halibut season sometime b tween June 1 and 10, depending up tide conditions.

This announcement of intenti with respect to the 1953 opening in cates that the commission is definite embarking upon a program of shi ing the seasonal impact of fishing such a way as to utilize the stoc available over a longer season, stead of concentrating the harv wholly on those stocks available p marily during the months of May a June.

J. D. "Jack" Hamilton, secretary-tre urer of Harbor Boat Building Compa Terminal Island, has left the company engage in other activities in which he an interest, according to an announcem by **President John Rados. Jack Hamil** had been with Harbor Boat for around years.

Take 11,000 Tons of Herring In 3-Hour Fishing Bonanza

British Columbia's herring fleet hit the jackpot twice in the same place during the 1951-52 season.

Harvesting more than $200,000 worth of fish in a narrow pocket not much more than a mile long, in three hours, was the spectacular achievement of a fleet of herring seiners January 18.

A few weeks previously, December 16-17, fishermen had hauled in 14,320 tons within 24 hours in Gasboat Pass in the southern arm of Porcher Pass, just off Ogden's Channel. This had been in the nature of a "bonus" catch authorized by the Department of Fisheries as an extension of the original quota of 30,000 tons, and masters and men of the 33 seiners which took part were pretty proud of their 20 hours' work.

But the January 18 catch, of course, put the December achievement, for all its glory, in a subordinate spot. There's never been anything just like it, and while British Columbia herring fishermen have a habit of breaking records as soon as they are made, this Canoe Pass catch of 10,985 tons of herring in three hours is likely to stay at the top for some time.

Altogether, 40 seiners, 49 packers, five big barges and 10 scows were used in completing this tremendous harvest. The vessels represented Nelson Bros. Fisheries, B. C. Packers, Canadian Fishing Co., A-B.C. Packing Co., North Shore Packing Co., F. Millerd & Sons and National Fish Co. According to those who were there, it was really something to see! "A circus, that's what it was," reported one skipper. "A circus in which everyone took part. There won't be another like it in a long, long time."

The first big catch was made before the Christmas holiday. The fleet returned to the fishing grounds when the quota was given a further extension, and the fishermen were ready to go to work February 16. However, intense cold made it impossible to handle the nets, so a delay was ordered until Friday morning.

"We knew the fish were there," said one of the skippers. "Our echo sounders and other apparatus gave us all the indication we needed, and when we made the first sets we were convinced that no one had been too optimistic."

There was such frenzied activity that Fisheries Inspector William Strachan called a halt after two hours of fishing and made a quick tally. Eight thousand tons! Well, the total extra quota was 10,000 tons. That meant 2,000 tons more to go. Strachan signalled for the fishing to go on, and within another half hour the quota had actually been exceeded. There was so much excitement that two vessels ran aground, but no damage was done and they were quickly refloated.

All vessels participating had their share of the big catch. There were no outstanding single hauls such as Captain Mel Stauffer's in Maple Leaf C more than a year ago totalling 1,450 tons in a single set valued at about $35,000, but everyone was satisfied.

And Fisheries Department men told PACIFIC FISHERMAN that even after the big harvest there was still a huge body of fish in that narrow channel, which seems to be one of the most favored schooling areas for herring.

At January 19, total catch in B.C. stood at 140,725 tons, which was only 5,000 tons less than at the corresponding date in 1951, even though the season started three weeks later, and it was a much better showing than in any of the other past five seasons.

Production of herring oil at the date given was 2,743,206 imperial gallons, and of canned herring 102,550 cases, with 21,329 tons of herring meal and 4,784 tons dry salted.

Dismal Southern Sardine Season Drifts To Its Close

Briefly put, the 1951-1952 sardine season for Southern California was a flop, yielding about one-third of 1950-1951, which was rated a good season. The San Pedro fleet, greatly increased by boats coming down from the Northwest and from San Francisco and Monterey, produced 91,152 tons, as compared to 262,905 for 1950-1951.

Total sardine production, including the fish trucked to Northern California, was 116,399 tons. Only 1,557 tons were delivered in January dark, producing 31,693 cases. Seventeen canneries divided this tonnage, including two at Port Hueneme.

The memory of fishermen and canners has gone back to 1932-1933 for a season to equal the one just finished for low production. Ironically enough, *boats fishing mackerel in the first week of February reported large school of good-sized sardines!*

Some of the sardine fleet were continuing on in the net fishery by searching for mackerel, which was bringing $55 for Jack, $60 for Pacific. But this fishing was very spotty and canners weren't getting anywhere near the amount they would like to process in view of the poor sardine season. The *Marauder*, which probably would be rated top sardine boat for the season, had delivered the best load of sardines, mixed fish, for the last dark.

More mackerel was delivered in January than sardines. Boats unloaded 2,873 tons and canners produced 51,541 cases.

Skippers were having difficulty getting and keeping experienced crews because so many fishermen were abandoning the uncertain income of fishing for more stable shoreside employment.

Don Saxby Honored By National Canners

Donald T. Saxby, in charge of fish canning operations for the California Packing Corporation, was elected to a three-year term as a director of the National Canners Association at the N.C.A. annual convention.

Pacific fish canners who are holdover directors are: J. D. Hendrickson, Columbia River Packers Association; Albert Vignolo, Jr., West Coast Packing Corporation; and A. W. Wittig, Port Ashton Packing Co.

Nickerson Heads Commission

George W. Nickerson of Prince Rupert, Canadian member of the International Fisheries Commission, controlling the halibut fishery, at the end of January was elected chairman of the commission for a two-year term, succeeding Edward W. Allen of Seattle, who became secretary.

"Super-Colossal" N.F.I. Convention Cooking in California This Spring

Hundreds of fish producers, shippers, distributors and factors allied with the vast fishing industry of North America will attend the seventh annual convention of the National Fisheries Institute in Los Angeles, Biltmore Hotel, April 21, 22 and 23.

Regional Vice President of the National Fisheries Institute for the Pacific Southwest Region IV is J. W. Willis of the Marine Products Co., San Diego. His position makes him a mamber of the committee and official host for the 1952 N. F. I. convention to be held in Los Angeles April 21-23.

For the first time by means of such a convention the eyes of the fishing world will be focused on Southern California. PACIFIC FISHERMAN in its April convention number, ready for distribution at the April meeting, will carry the complete program and what is equally important, will review authoritatively Southern California's fishing industry, with emphasis on the fresh and frozen aspects. The feature will give those in attendance the information that will make their visit to this area profitable and enjoyable and will contribute to the understanding of Southern California and its advanced fish merchandising methods.

Louis Vitale, head of Los Angeles Smoking & Curing Co., is chairman of the entertainment committee for the N.F.I. convention to be held in Los Angeles in April.

Southern California, in addition to having America's largest fish port — Los Angeles harbor with its tremendous tonnage of sardines and tuna— is one of the largest buyers of fresh and frozen fish in the country. Those who now sell to this area or who hope to sell their fishery products will want to learn all about Southern California and the men and companies which have led the way in selling fish to one of the greatest consumer-potential areas in the world.

E. T. Meakin of San Francisco is one of the Northern California members of the N.F.I. convention committee. He is in charge of the Old Timers committee.

Californians Specialize In Conventions, And Fish, Too

Louis Vitale, president of the L Angeles Smoking & Curing Co., a chairman of the entertainment co

W. Wade Ambrose, chairman of the 19 National Fisheries Institute convention, be held April 21, 22 and 23 in Los Ange at the Biltmore Hotel. Mr. Ambrose president of the Westgate-Sun Harbor C San Diego, packers of canned tuna, a formerly was national secretary of N. F. I.

mittee, is planning a giant-sc "chioppine," chosen as most char teristic of fish dishes of Southern C fornia. The Old Timers section of t convention plans to make its he quarters at the Ambassador Hotel. T. Meakin is chairman of this co mittee.

A thousand delegates are expect

E. C. Jack, Los Angeles fish broker, is vice chairman of the Old Timers Committee for the N.F.I. convention in Los Angeles, a post for which he qualified with 37 years in the fish business.

C. Miles Reinke, of Reinke & Amende, Los Angeles brokers, is one of the active committeemen preparing for the N.F.I. convention at Los Angeles in April.

Lionel Shatz of A. Paladini, Inc., San Francisco, is one of the "northern" members of the committee in charge of the N.F.I. convention at Los Angeles in April.

ax Freeman, president of the Freeman rti-Fresh Foods organization, Los Ange-, is vice chairman of the 1952 conven- n committee for the National Fisheries stitute. Arthur Freeman of the same mpany heads the publicity committee d Mrs. Max Freeman is in charge of ans for the ladies who will attend the convention.

register at the Biltmore Hotel by e opening day of the convention, pril 21.

Southern California makes a spe- ality of conventions — as well as of h — and the N.F.I. committees give surance that the April convention will be historic in interest and eclat.

In keeping with past practice, meetings of the Institute directors and some special committee meetings will be held April 18 and 19, the Friday and Saturday preceding the convention.

The Old Timers "stag" is billed for the Ambassador Hotel Saturday, April 19.

Full dress sessions of the convention itself are due to start at luncheon April 21, continuing through the final dinner dance April 23; with the follow-up "chioppine" tentatively set for April 24.

Timing Ties In With Canadian Fish Convention

An interesting feature of the N.F.I. convention plans for 1952 is the timing of the meeting in coordination with that of the Fisheries Council of Canada, the Institute's "opposite number" north of the line. This national fisheries organizations of Canada will meet on the Pacific Coast for the first time this year, its convention being scheduled for April 28-30 in Vancouver.

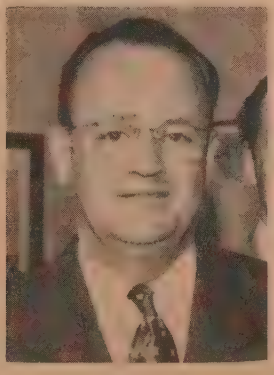
A considerable number of Canadian Fishery Council members are expected to attend the N.F.I. convention; and numerous Americans are known to be planning the trip to Vancouver and the F.C.C. convention there before returning to their homes.

Francis Millerd of Vancouver is president of the Fisheries Council of Canada this year, and has named R. E. Walker of British Columbia Packers, Ltd., as convention chairman. Ritchie Nelson of Nelson Bros. Fisheries, Ltd., is vice chairman.

Royal Toner, head of Lester & Toner, Greenport, Long Island, is president of the National Fisheries Institute, and one of the commanding figures in the American oyster industry. His leadership of the N.F.I. for the year culminating at the Los Angeles convention in April has been marked by health and growth in the Institute and its effectiveness in service to its membership.

Malcolm Goldie

J. J. Camillo



J. E. Richardson

Aldo Casaretto

hese four men hav eprominent parts in the preparations for the 1952 convention of the National Fisheries Institute, to be held in Los ngeles April 21-23. Mr. Goldie of the Van Camp company will be concerned particularly with the By-Products Division; Mr. Camillo presents San Diego on the committee; Mr. Richardson, Pacific Coast manager, The Linen Thread Co., is chairman of the Allied Industries Committee; Mr. Casaretto is chairman of the finance committee.

acific Fish Technologists Meet in Seattle Mar. 20-22

Pacific Fishery Technologists will old their annual meeting at the Fish- ries Center, University of Washing- on, March 20-22. This will be the ird annual session of this organiza- ion, with the program consisting of series of symposia.

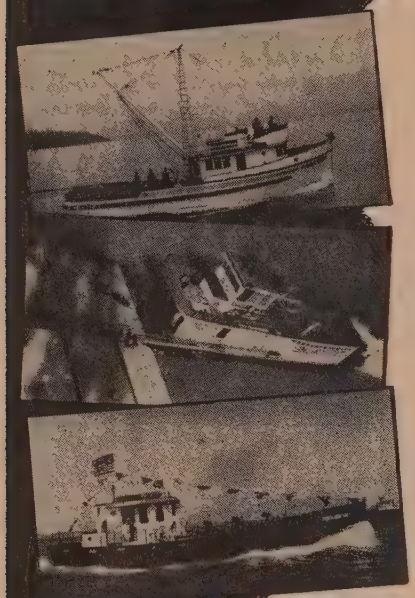
March 20 afternoon session, starting the conference, will be devoted to Fish Preservation Methods, discussion led by Harry R. Beard of the New England Fish Co.

The entire second day of the conference will be concerned with the utilization of fish by-products, with Roger Harrison, Dr. Lyle Swain and Bruce Sanford leading the discussion.

That evening will be a dinner, with an address by Dr. Richard Fleming, professor and executive officer of the Washington Department of Oceanography.

The Saturday session, March 22, will be led by Dr. Lionel Farber of San Francisco, and will be concerned with fish soilage, its detection and prevention.

Lives and Livelihoods DEPEND on S-N GEARS



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"For river and towing work, S-N Gears make a boat more dependable than with two-way engines," states Glenn M. Crain, owner of the "Smoky City," Pittsburgh. This stern paddle wheeler's Caterpillar Diesel is complemented by S-N air-controlled Gear that transmits power instantly and simplifies maneuvering.

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"Tide work around wharfs makes it necessary to have a dependable reverse gear on our 135 H.P. Murphy Diesel," says R. A. MacLean of Harbor Supply Oil Co., owner of "Portland Gulf." S-N's balanced gear train assures long, trouble-free service under every condition.

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Pacific Fisherman's NEWS

P. F. Covers Tuna Hearings With On-the-Spot Report

The tuna industry, every segment of it, made a smashing presentation of its problems as result of imports when the Tariff Commission and the Senate Finance Committee held hearings in Washington in February.

Tuna fishermen—clippermen, purse seiners and Albacorers—united their forces in the fight; and the canners marshalled with them.

All this is described in full detail in the March issue of *Pacific Fisherman*, for the journal was represented at the Washington hearings by Arthur W. Ponsford, its Southern California editor. Space limitations make it impossible to report the hearings fully in this *Pacific Fisherman's News* section of the journal.

Tariff Commission hearing was on a request that investigation be made of imports of tuna-in-brine and canned bonito, and that equal tariff treatment with canned tuna-in-oil (45%) be recommended to the President.

The Senate hearing was on the Camp bill for a 3c per lb. duty on frozen tuna.

Most surprising development was the State Department's approval of a quota on frozen tuna imports—quotas previously having been rejected flatly by the State Department economists.

January Gales Take Toll of Crab Pots

With the Grays Harbor bar in good condition for the first time in a long while, much of the Westhaven crab fleet put to sea in mid-January to try to pull crab pots that had been in the water over-long.

Pulling the pots was a slow process because the pots were buried in sand during the long period when they couldn't be raised. One boat reported taking 20 dozen crabs from 30 pots but too few pots were pulled from the water to tell if the good average could hold up.

Crabbers reported the loss of a number of pots. At present the pots are valued at up to $30 each.

Stranded Clipper Freed

The tuna clipper *Sun Venus* was stranded on a sand bar in San Diego harbor in an early morning fog. She was on her way for the Campbell Machine Co. yard when the grounding occurred. Aided by her own engines and the Star and Crescent tugs *Laguna* and *San Marcos*, the clipper, captained by George Brum, was hauled off several hours later.

Morro Bay Fishermen Form New Association

Morro Bay area fishing concerns and individuals have organized the Morro Bay Commercial Fishermen's association. It will be part of the coast-wide organization, Pacific Coast Fish Producers Institute, in protection of American Albacore fishermen.

Joe Giannini was elected temporary chairman and secretary.

Chief problem concerning the new organization is the fight against tariff free Albacore which is being shipped to the United States from Japan.

Named as a committee to check into incorporation and compose by-laws are William Casper, R. G. Murdock, A. O. Barger and John Ennis.

Spit Claims "Susan"

The fish packer *Susan*, out of Sitka, went on Peacock Spit at the mouth of the Columbia River this winter and became a total loss. Thomas Delahunt, Sitka, and Jack Sheridan, Bodega Bay, Calif., escaped uninjured from the grounded craft, which was bound north.

The vessel had been in trouble a few months before while bound south.

Alaska Fishermen's Union Cuts Loose from I.L.W.U.

Divorce from the Longshoremen's Union was voted by a narrow margin by membership of the Alaska Fishermen's Union, it became known recently.

A few weeks previously the Columbia River Fishermen's Protective Union took a similar step. The two organizations are the oldest fishermen's unions on the Pacific, but both have dwindled in membership in recent years as result of the controversy which resulted from merger of the International Fishermen and Allied Workers of America into the Longshoremen's Union, and the subsequent expulsion of both organizations from the Congress of Industrial Organizations on charges of Communist dominant.

B.C. Fishermen's Meeting Opposes Treaty Ratification

A meeting of commercial fishermen in Victoria, B.C., recently decided to send a telegram to the Canadian government opposing ratification of the fisheries agreement with Japan on the ground that it did not provide adequate protection to Canadian west coast interests. The wire bore the signature of Elgin "Scotty" Neish, president of the United Fishermen's and Allied Workers' Union in the island city.

Major General G. R. Pearkes, V.C., member of the House of Commons for Nanaimo, addressed the meeting and criticized the proposed treaty which he said contained "some stupid clauses."

Eureka Crab Landings Curtailed by Weather

With operations suspended for extended intervals, crab deliveries at Eureka were considerably off during January. As a consequence, the price remained stable a 12 cents per pound, with no change from the opening quotations last December 15.

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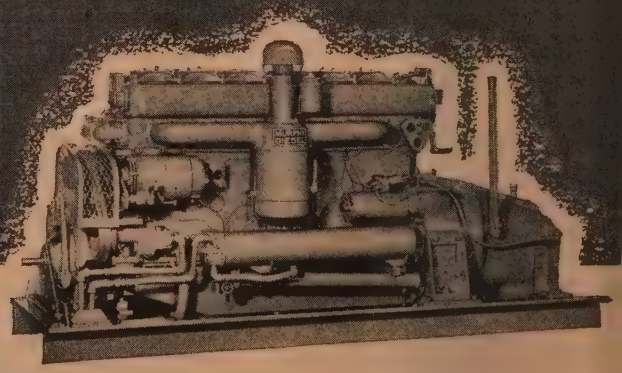

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Pacific Fisherman's NEWS

A Miller Freeman Publication

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etchikan Makes Bait arly from Tongass

Ketchikan's two cold storages got eir full freeze of herring bait early is winter, according to J. W. Menhall, manager of the Ketchikan old Storage, who returned north n. 4 after spending the holidays in lympia, Wash., with his daughters. The bait seiners got their fish in ongass Narrows within a stone's row of the Ketchikan freezers, hich made for nice fishing, and the nest kind of bait.

laljich Brothers Buy einer "Gallant Maid"

John and Ned Maljich, former Gig arbor residents, have bought the *allant Maid* from Don Hansen Boat ompany. The Maljichs owned the rmer *Glory of the Seas*, which was st this year at Neah Bay.

The *Gallant Maid* was built in 1950 the Hansen yard in Seattle and on Hansen fished the boat two seaons. She is powered with a Caterpilr D-364 diesel and is regarded as one f the better seiners of the Puget ound fleet.

The Maljich brothers now live in eattle and are spending the offeason working on their new boat.

Three new officers of the Fishermen's Cooperative Association, San Pedro, discuss the January issue of PACIFIC FISHERMAN, whose cover was a graph showing the great rise in the imports of tuna into the United States. Left is Slavko Ivancic, treasurer, and owner of the "Adriatic"; center, Tony Barcott, re-elected president for 1952, skipper and part owner of the "Coral Sea"; and Carmen DiMassa, skipper of the "Tacoma," vice president.

F.C.A. Officers and Their Boats

Slavko Ivancic, veteran purse seiner of San Pedro, was elected treasurer of the Fishermen's Cooperative Association for the fourth time in January, and Tony Barcott, skipper of the *Coral Sea*, was chosen to serve another term as president of the fishermen's organization of purse seiners and lampara boats.

Ivancic is owner of the *Adriatic*, which he skippers during the summer tuna season. He came to San Pedro in 1917 from Seattle, where he began fishing in 1911. His first boat out of San Pedro was the 67-foot *Columbia*; then came the *Senator* which he used in fishing tuna with bait. The *Adriatic* has been under his command since 1935.

Carmen DiMassa, who was elected vice president, is a new member of the Cooperative and is skipper of the *Tacoma*. This is a 77x21 vessel, powered with a Washington diesel, which fishes for South Coast Fisheries, Inc. Nick Zanke is chief engineer on the *Tacoma*.

Tony Barcott represents a fishing family with a long career in the industry. Frank Barcott, the father, began fishing in the Northwest in 1907 with the *Mary V.*, a purse seiner. The senior Barcott's sons are all fishermen: Tony fished the *Congress* with his father in 1927. Frank Junior now has the *Lemes* with Joe Barcott, out of Everett. Pete and Vince Barcott work the *Pt. Defiance*. Then there's the *Uncle Sam*, another Barcott boat. Tony has fished out of San Pedro since 1929, during the sardine season. The *Coral Sea* came down from the Northwest in 1947 under Tony's command. And Frank Senior spends every winter, now that he is retired, in San Pedro.

The Fishermen's Cooperative organization, whose manager is Attorney John Real, is celebrating its 25th year of organization. During 1951 the Cooperative began its cooperative marketing program and expanded its activities of selling gear and supplies to fishermen members. As this issue of PF went to press, the Cooperative was engaged in concluding a tuna marketing agreement with various canneries. Sardines and mackerel for the past year and more have been fished under such an arrangement whereby the Cooperative acts as an agent for each member in dealing with the individual canneries.

The board of directors of the Cooperative for 1952 include the three officers and Andrew Tipic, Matt Dragic, Andrew Rafkin and Joe Califano.

F.C.A. Picks Olsson For Fifth Term

John Olsson beat F.D.R. at the re-election business recently when he was re-elected for a *fifth* term as president—of the Fishermen's Cooperative Association, Washington salmon trollers' organization.

Bert Johnston was re-elected secretary, and Harry McCool, Seattle, is vice president.

Board members are: Dan Hjorte, Kirland; Dave Elvenga, Aberdeen; Peter Lockert, Tacoma. They succeed Frank Krause, Westport; Joe Rockom, Seattle; and Gust Jensen, Raymond.

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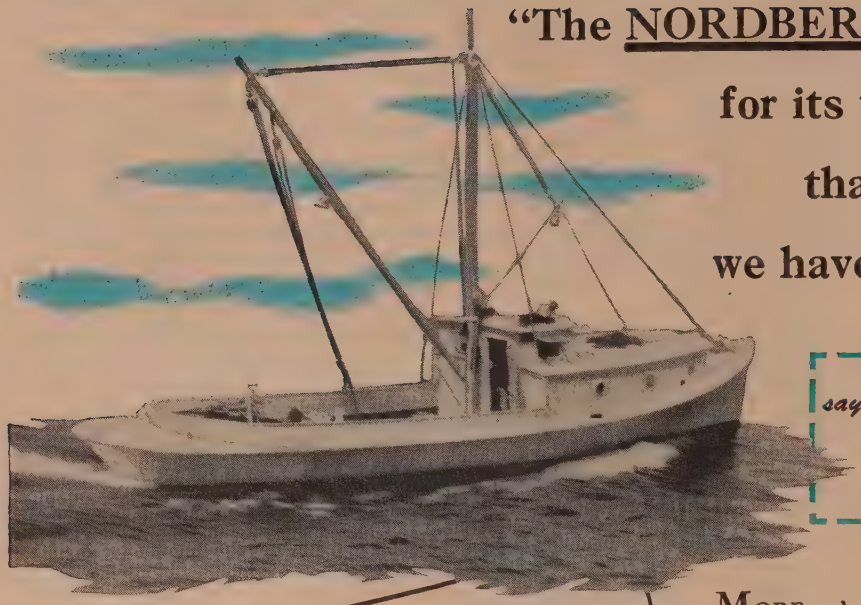

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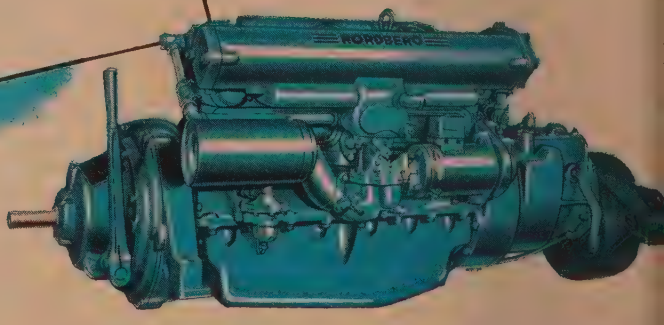

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Moss Landing—Monterey Bay

The *Blue Bird*, trim little 28′ Monterey-type troller, was purchased recently by *Joseph Lanegan* of Newport, Ore. The new skipper is busy outfitting the boat and plans to fish out of Moss Landing. Former owner of the *Blue Bird* is *M. A. Ganz* of Hazon, Illinois. Broker in the transaction was *Donald L. Woodward*, of Moss Landing Maritime Associates.

The Roy Johnson's *Christie II* is getting in readiness for next season. The Hover Equipment Co., of Monterey and Moss Landing is installing a 671 G. M. diesel, 165 horsepower engine. With a Wilbers power takeoff and new tanks put in by *Bert Lyons*, the *Christie II* will be all set to keep up with the best of them.

The new location of the U. S. Coast Guard fog horn installation on the south jetty at Moss Landing will please mariners trying to find the channel entrance in a heavy fog. The old site on the fishing pier by the Moss Landing hotel was some distance from the channel entrance and often proved confusing to navigators.

Additional evidence of activity at Moss Landing is the transfer of two residential properties here recently. The two story frame residence across Jetty Way road from the Harbor Commissioner's office has been purchased by Mr. and Mrs. *Frank Hart* from Mrs. Lucille Sandholdt. Frank is the builder, owner and captain of the all steel troller, *Mabel M.* Mr. and Mrs. *Jim Dale*, owners of the Inez D. have bought the property belonging to Mrs. Lois Johnson of Coyote. This house faces Moss Landing channel north of the Santa Cruz Company cannery and was formerly occupied by the John Whitney family which has moved to Monterey.

Lt. Richard B. Woodward, who recently received his commission at Riley, Kansas, has been assigned to Transportation School at Fort Eustis, Virginia. The new lieutenant fished with *Bob Ruiz* on the "Atka" and has been active at Moss Landing since the building of the marine store and installation of the Union Oil fuel facilities.

An increase of 265% in the number of boats officially listing Moss Landing as home-port during the past three years is reported from the office of Walter R. Tavernetti, assessor for Monterey County.

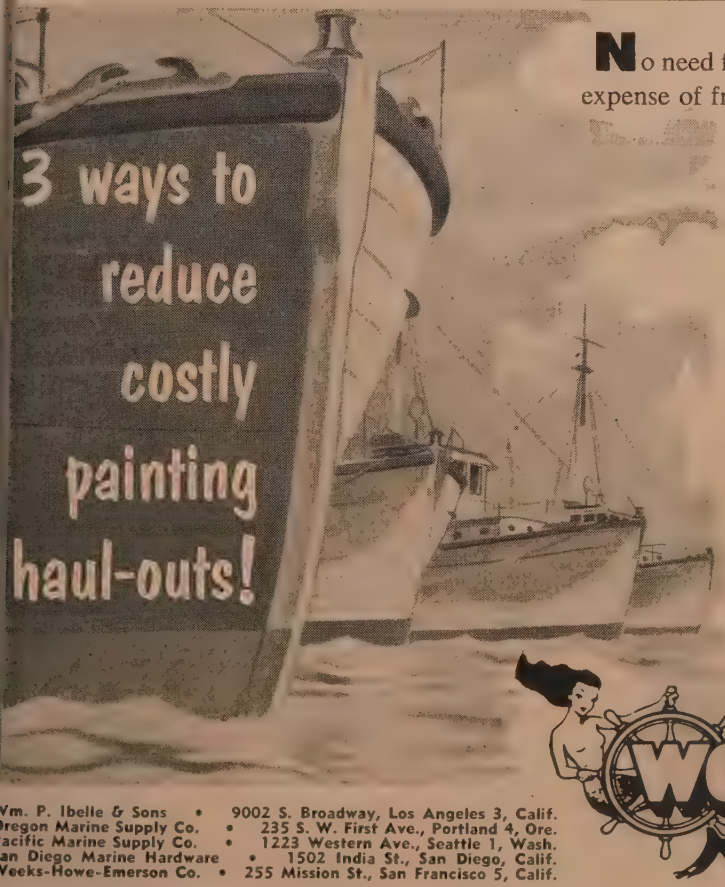
Value for the year 1952 will not be known until the first Monday in March, the legal assessment date under California statues, but it is expected that this will top $100,000 on the basis of a present average assessed valuation per boat of around $1000.00 each.

Skipper and Mrs. J. V. Shaw of the *Christine* are the parents of a new little daughter Loretta Diane. Also welcoming the arrival are three year old brother Johnny and cocker spaniel Butch.

Thelma and Lee Bothwell, owners of the troller *Albacore II* have decided to make their permanent home in these parts. Following many land cruises house hunting they had a strike and have landed on Dolan Road, three miles from Moss Landing harbor.

Arthur N. Rampon of Salinas recently purchased the boat *Angler*. Former owner was Arthur Beardsley.

For the convenience of fishermen coming into port at Moss Landing, a public telephone booth has been installed just outside the Marine Store near the Union Oil dock at the "end of the island."



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NEWPORT NEWS

Ray Hall of the *RUTH ELLEN* has r overhauled engine back in the at. The C.M.C. installed some new ck beams, new gallows posts and vered the cock-pit. *Gus Christensen* s booked his dragger *HERO* for the M.C. ways for the installation of a w "Jimmy" engine. *Hank Reinert*n has had his *NELL* on Red Sher*er's* ways for a copper bottom paint b, and several other of the boys are aking reservations for a similar job. ork is being completed at the M.C. on *Rex Davenport's MARIE* , which took off by herself during a cent storm and went on the rocks The Hole, on the way out of Depoe ay, her rudder shoe being driven to her prop. She drifted on the rocks ern first and other damage was und, necessitating a whole new ern.

Swede Erickson, who also owns and erates the dragger *ETHEL G*, has ld his other dragger, *MARGARET* to *Speed Hall*, who also owns the *ARE II*, another dragger, skippered r him by *Ben Safley*. "Speed" has lected *Dick Pitts* to skipper the *ARGARET E*. Dick has been fish-g around Newport for the past 15 ars, but since last September has en employed by the C.M.C. Marine rvice. Swede and Dick took the at to Astoria to be fully equipped a dragger, before returning to New-rt to start the season. Heavy surf ound Newport, as at many other rts, has interfered with the crab-rs pulling pots for a considerable ngth of time and successive storms ave been taking their toll of pots. he overall loss of pots is estimated about 20%, altho *Amos Cliff*, of the *AE*, lost 90 pots out of his total 100.

Monterey Small Boat Men Form New Group

The Monterey Fishermen's Associ-tion has been organized at Monte-ey, Calif. with Leonard Goulart as resident.

Some 55 members belong to the roup which is composed largely of wners of small boats. The associa-on is a member of the Pacific Coast ish Producers Institute.

First vice-president is Russ Bur-esci, Johnny Favalora is second vice-resident; and George Rose is secre-ary-treasurer.

Norse Refugee Family Makes Good in B. C.

The Novik family, who escaped in a 68′ schooner when their Norwegian homeland was occupied by the Nazis 11 years ago, have made good as fishermen in their adopted British Columbia. If anyone required proof of their success they had it in the 74′ seiner *Kaare,* recently completed in Vancouver for Captain Ottar Novik.

Kaare, built by Harbor Boatyards, Coal Harbor, is powered with a 300-hp. British diesel engine. Equipment includes radio telephone, echo sounder and electronic navigational apparatus. There is accommodation for a crew of nine. Six members of the Novik family are fishermen.

The Noviks made history with their daring crossing of the Atlantic during the early days of the war. They had spent many years fishing in Norway, but they lost interest when the Germans overran their country and determined to make a break for freedom. Their only means of escape was their schooner *Kaare II,* but it was adequate. They sailed first to Scotland, but their goal was Canada and they kept sailing until they finally reached Newfoundland. Some members of the family, including women and children, crossed the continent by train, but Captain Ottar took his vessel through the Panama Canal. The Noviks have been fishing in British Columbia waters ever since, and doing well.

Kaare, christened by Ottar's 18-year-old daughter Astrid and named after his 14-year-old son, will be used the year round for salmon and herring seining and long-lining.

Two Santa Cruz fishermen, James La-Bruchie, 61, and John C. Trumbo, 56, died recently.

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More Echo Sounders On Tuna Bait Tenders

Gradually Southern California's hook-and-line tuna fleet is equipping the essential tuna bait tenders with sonic depth finders, although the 250-clipper fleet has a long way to go yet until the "bottom searchers" are on the powered tenders 100%.

Recent installations by Nuttall-Styris Company, San Diego, of Raytheon "Fathometer Juniors," with both recording and indicators, were on tenders for the clippers *Margie Pearl, American Clipper, Mariner* and *Southern Pacific,* the latter a new clipper leaving on her maiden voyage early in the year.

B.C. Building Many Boats—All of Wood

Interesting comment on the activity of fishing boat construction in British Columbia — and the marked preference there for wood — is contained in a letter from William Archibald of Vancouver, who writes *Pacific Fishermen's News*:

"Pleased to see Miller Freeman Publications' *Pacific Fisherman's News* up North. Pretty comprehensive list of advertisers, too!

"I had a good year with my gillnetter *Golden Hawk*. Fished Johnston Strait mostly, and saw many of your trollers and small seiners go through.

"Pretty nice snap of our 'wooden-hulled' *Northview*. Seems to me your fishermen talk of nothing but steel—hulls, cabins, and even masts.

"About 230 fishing boats are being built this winter in Vancouver; 187 gillnetters, and not one steel hull has been mentioned. Maybe it's because wood is cheaper here, and you can punch out boats of steel like Ford does cars. How about an article on wood and steel hulls in an early issue?"

Made-Up Trawls Find Fishermen's Favor

Tony Cincotta, manager, Cincotta Bros., San Francisco and Monterey fishermen's supply and equipment firm, states that fishermen of San Francisco, Fort Bragg and Eureka are enthusiastic about the Gold Medal made-up trawls, manufactured by The Linen Thread Co.

According to Tony these trawls save labor in making up the trawls, and they have proved to be easy nets to fish with.

Bajocich Bros. Getting New Bow-Pickers

Martin and Albert Bajocich, gill netters of some note, are at it again They are having Matt Tolonens Co lumbia Boat Works in Astoria buil them each a new bow-picker.

The Bajocich brothers have pur chased 95-hp. Nordberg Arrow ga engines for the new boats through th Oregon Marine Supply Company, As toria.

Always top-notch fishermen, th Bajocich family, Martin, Albert an John, are probably best known in th fleet as the boys who pioneered th gillnet fishery off Salmon Banks som years ago. Each summer season see the three boats working out of Frida Harbor.

Astoria Otter Trawlers Elect Mickey McSwain

New president of the Astoria Otte Trawlers Union is F. J. "Mickey" Mc Swain, a member of the crew of th dragger *Georgine*, who succeede Philip Pinkstaff at the annual electio in January.

Thomas L. Wilson was elected vice president. Paul E. Graves continue as secretary-treasurer.

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Geo. Moskovita Shopping for Bigger Dragger

The dragger *Georgene M*, owned by George Moskovita of Astoria, has recently been taken over by Jim Venable as skipper when George left for San Pedro, where he expects to obtain another, larger, vessel. George anticipates purchasing the *El Padre*, of San Pedro, which he will spend a month or so in preparing to bring up North. Before his departure, George purchased the wrecked vessel *Susan*, and will salvage the engine and other parts for use. With Venable on the *Georgene M*, which is undergoing general repairs, will be Frank Bobert and Bob Porter.

Henry Niemela, who was for 13 years the secretary of the Columbia River Fishermen's Protective Union, Astoria, has moved to Oswego, Ore., where he and his wife, Eunice, operate the Oswego Fish & Seafood Shop. Henry was succeeded as secretary upon his resignation by *Robert Hicks*, former gillnet fisherman of Wauna, Oregon.

Mr. and Mrs. *Roy Johnson*, former Astorians, were visitors in Astoria and Seattle recently from Moss Landing, California, where they have been while making installation of a new engine in their vessel, the *Christe II*.

During the winter lull in drag fishing activities, the *Kincheloe*, operated by *Arthur J. Anderson*, changed operations over to crab fishing, only to meet with the misfortune of losing 60 pots during a recent storm. With Art on the *Kincheloe*, which is fishing for Chinook Packing Co., are *Wallace Osborn* and *John Friberg*. *Eddie Goodrich*, with his *Lively*, has also been fishing crabs out of Astoria this season, with *Matt Baird* assisting him.

Eben Parker, Jr., operator of the dragger *Harold J* of Astoria, and his wife *Nancy*, accompanied by Mr. and Mrs. *Peter DeZwart*, left early in February by motor for a business and pleasure trip to California. Spending a few days in San Francisco they then drove to San Pedro, where Eben took over as skipper of the *Jimmy Boy* which has been fishing Albacore, with the owner, *Jim Depola*, skippering the boat. Eben is taking the *Jimmy Boy* to Astoria for drag fishing, and was assisted on the trip north by *Pete DeZwart* and Eben's former crewman, *Reuben Sandstrom*, of San Diego, who is joining the boat crew and will fish with Eben this season. Reuben has been living in San Diego since this summer when he was married to Fargarite Carlson.

At a recent meeting of the Otter Trawlers Union, Local 50, of Astoria, officers elected for the coming year were *F. J. "Mickey" McSwain*, crewman on the dragger *Georgine*, as president, replacing *Phillip Pinkstaff; Thomas L. Wilson*, of Warrenton, elected vice-president, and *Paul E. Graves* was re-elected secretary-treasurer.

Jackie Ray, operator of the dragger *Ida Mae*, took advantage of the winter lull in fishing operations and left during the latter part of November for a motor trip in his recently acquired Cadillac to his former home in Connecticut. He visited relatives and friends and inquired into fishing activities in Gloucester, Boston, Hartford, New Bedford and New York City. With Jack on the 13,000-mile trip were *Jim Lewis*, crewman on the *Silver Queen*, who visited his home in Louisiana, and *George Doyle*, on the *Ida Mae*, who visited his home in White Plains, N.Y. En route home, the trio visited Mexico, New Orleans, and spent New Year's Eve in Reno, where they were snowbound, and unable to proceed to Astoria until shortly after the first of the year, where Jackie prepared to resume dragging immediately.

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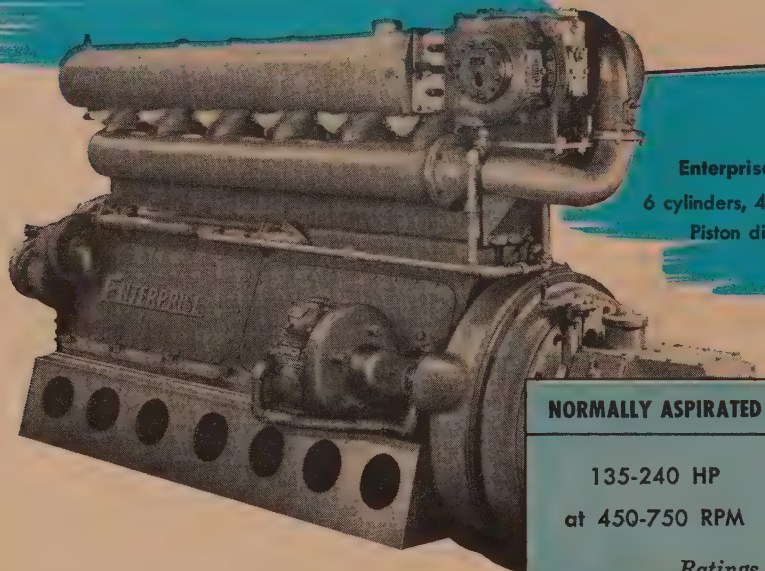
- Rugged light-weight construction, continuous round-the-clock operation
- Standard reverse reduction gears
- True right and true left hand designs



Enterprise Turbocharged Engine
6 cylinders, 4 cycle, 8" bore x 10" stroke.
Piston displacement 3016 cu. in.

NORMALLY ASPIRATED	M-36 TURBOCHARGED
135-240 HP at 450-750 RPM	**275-350 HP at 600-750 RPM**

Ratings at Sea Level

Enterprise DEPENDABLE Diesels

The Choice of Power Experts

ENTERPRISE ENGINE & MACHINERY CO.
A Subsidiary of General Metals Corporation
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EUREKA FINDINGS

Captain Noel Franklin, widely known dragboat skipper at Eureka, has been appointed as a referee for wrestling matches by the California State Athletic Commission. Franklin is a former wrestling coach at the University of Idaho and has both wrestled and refereed in Portland and other coast cities. He owns and operates the big dragger *Andrew Jackson*.

* * *

The Humboldt Bay fishing fleet mourned the death of *Ralph William Lowsley*, 44, Eureka, who died in January. Born in Rohnerville, he had lived his entire life in Humboldt County, and was a commercial fisherman by trade.

* * *

Familiar figure in Humboldt marine circles for many years, *Oscar R. Hoffman*, 47, died at Eureka early in January. Hoffman was president of the Coggeshall Launch Company, which operates a fleet of towboats and tugs on Humboldt Bay.

* * *

Several fishing craft from San Francisco and other southerly points recently joined the Humboldt Bay crab fleet, basing at Eureka. The group includes the *Wayfarer*, the *Fred Holmes* and the *Al LaRocca*, the *Patsy Boy*, *Sea Rover* and *Little Lou*.

* * *

Normally a productive source of revenue during the winter season off the northern California coast, shark fishing has been at a complete standstill thus far this season. Fishermen report no market for the shark livers, which for several years were in high demand.

* * *

During the heavy storm period in mid-January, two Humboldt Bay fishing craft were forced to put in at Coos Bay to wait out the weather. They were the *Aloma*, skipper *Russ Wilson*, and the *Empire*, captained by *John Tasonen*.

* * *

The Snider Fish Company at Fields Landing, on Humboldt Bay, recently expanded operations by adding a department for bottom fish. The *Ella Mae*, dragger skippered by *Red Albertson*, joined the Snider fleet early in January.

200 Prospective Shrimp Fishermen Seek Permits

The Bureau of Marine Fisheries, California Department of Fish & Game, has sent out some 200 applications for shrimp fishing permits, to interested persons who wish to pioneer in this newest California fishery.

The season will open April 1, and beside filling out the application, fishermen must be registered commercial fishermen in California.

Cincotta Bros., San Francisco and Monterey fishermen's supply and equipment house, and The Linen Thread Co. have been working closely with the Department of Fish & Game on the shrimp trawl nets, having made up some of the first experimental nets used by Bureau of Marine Fisheries experts.

Now that the prawn fishery is about ready to start on a commercial scale, Cincotta Bros., and The Linen Thread Co. are working with California fishermen, making up a prawn trawl net that can be used as a basic pattern for such nets.

Tony Cincotta, manager of Cincotta Bros., states they are trying to develop a type net that can be used by the little boats as well as by the bigger boats. It will be ready for fishermen in about 30 days, according to Tony.

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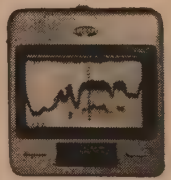

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WATER STREET KETCHIKAN, ALASKA

Depoe Bay Crabbing Slow Getting Started

The crab season at Depoe Bay opened slowly, largely due to rough weather. *Henry Ashenfelter* and *Ernest Soper* on the *Therese I*, *Eric Lundberg* and *Art Paris* on the *Saga*, and *Chuck Youngblood* on the *Ruth* made deliveries to the New England Fish Co. whenever they could get out to pull their pots. Lundberg has his *Manatee* up for sale and has leased the 50′ *Saga* from Nefco. His last delivery January 20 was 1359 pounds of crab. Eric's wife, Rose, presented him with a second son, Carl Alfred, January 26. The couple also has one daughter. Altho Ashenfelter will finish the crab season with Soper on the *Therese I*, he has leased the *Lydia D* from *Dan Wright* of Oregon City for the coming salmon season.

Glen Martinson of Oceanlake has installed a 120-hp Gray marine gas motor in his troller *Nadine*, which he plans to fish out of Depoe Bay the coming season. *Lloyd J. (Heavy) Tompkins* has sold his 50′ *Lei Loni* to *Clell Mitts*, who has been fishing the *Sea Wolf* out of Depoe Bay. The *Sea Wolf* went to *Bob Sullivan* of Salem, former owner of the *Lei Loni*, in the three-way deal. Tompkins, a recent patient at the U.S. Health Hospital, Seattle, is reluctantly giving up fishing, due to chronic bronchitis. He plans to settle with his wife and daughter in Arizona or Nevada. His son, Eddie, former fisherman, is now serving on the U.S. destroyer *Taussig* in Korean waters. Another young Depoe Bay fisherman, *George Osborne, Jr.*, is now assigned to the escort carrier *Biaco*.

Flotilla 78, Depoe Bay coast guard auxiliary, is now showing full-length moving pictures at each of their meetings on the first and third Wednesdays of each month at the local Community Hall. 1952 officers are *Fred Corn*, re-elected commander; *Lloyd Finley*, vice commander; *Erne Soper*, training officer; *Leon Haske* secretary-treasurer.

The many "spouts" observed o shore from Depoe Bay the past mon are from a species of gray whale ave aging approximately 60′ in length a 60-ton in weight, according to info mation from a member of the Oreg Fish Commission. The whales a heading south toward their wint feeding grounds off the Mexican coa after leaving their mating groun off the Aleutian Islands.

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STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Gear Lubricant (comp.)

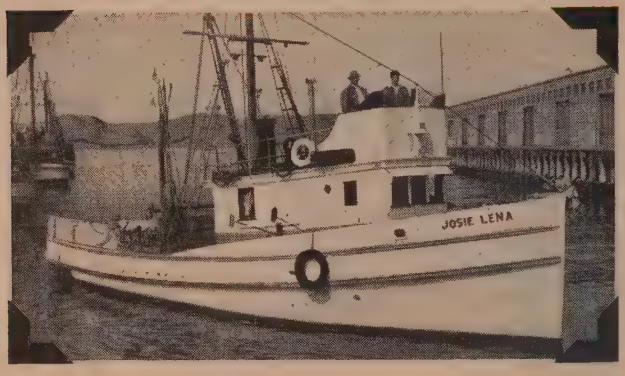
UNIT Fishing boat-"Josie Lena"-57' 60H.P. Atlas Diesel engine

PART Reverse gear-self-lubricated

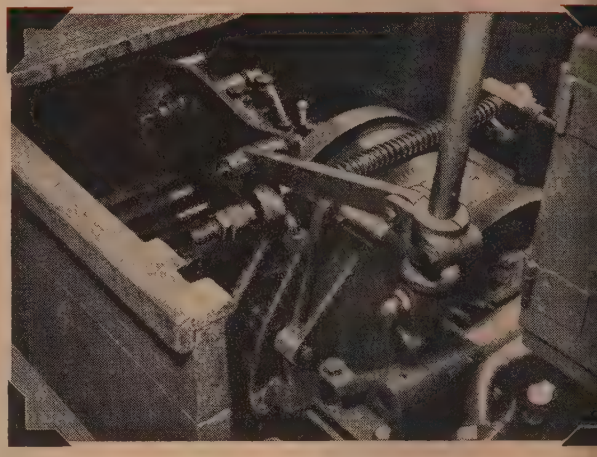
CONDITIONS Fish high seas-Albacore + shark off California + Mexico Coast

OWNER Joseph Piazza-San Francisco

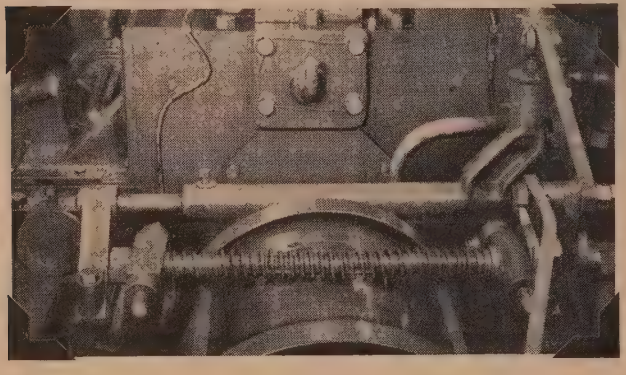
No transmission gear expense in 10 years of work!



IN FOUL AND FAIR WEATHER, the Josie Lena has fished in the Pacific for 10 years. She makes regular trips around the windy Santa Barbara Islands and in the path of tropical storms down the Mexico coast.



LUBRICATED WITH RPM GEAR LUBRICANT (COMPOUNDED) not one gear in her transmission has ever been re placed and all were in "perfect" condition when re cently inspected. Lubricant is drained and replace only yearly . . . about one quart a month added.



"OUR GEAR UNIT HAS GIVEN US NO TROUBLE," says Mr. Piazza, owner. "After 7 years of use we opened it up to check the cooling system. The gears were in perfect condition, so we put them all back in."

STANDARD TECHNICAL SERVICE checked this product performance. If you have a lubrication or fuel problem your Standard Fuel and Lubricant Engineer or Representative will give you expert help; or write Standard of California, 225 Bush Street, San Francisco 20.

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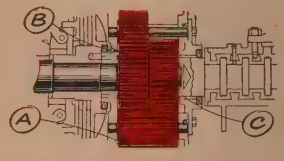
How to Cut Upkeep Costs on Self-Lubricated Marine Transmissions



Compounded RPM Gear Lubricant in marine transmissions will prevent excessive wear and loss of lubricant from leakage. It comes in viscosity grades to meet all conditions.

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B. Oiliness compound helps provide tough lubricating film — withstands shock and overloads and prevents wear.

C. High resistance to oxidation prevents deposits; assures lubrication in extreme temperatures.

STANDARD OIL COMPANY OF CALIFORNIA

ere's Who Won A.T.A. Golf Play

The American Tunaboat Associa-on's annual golf tournament, held in nuary at San Diego, resulted in the llowing division "champs." In the aterfront Championship division, hn Sparks of the C. J. Hendry Co. on the Cooper-Bessemer Perpetual rophy for first low gross score. Gray ilva of the Diesel Technical Service ok second, low gross score; Nicholas . Bobrick, Cooper-Bessemer Cor-oration, San Diego, third, low gross ore.

The Campbell Machine Co. trophy ent to F. R. "Fred" Foelsch of the tandard Oil Co. for first low net; A andall, second low net; and J. B. cott, third low net.

In the American Tunaboat Associa-on, R. A. Mallone won the National teel & Shipbuilding trophy, first low ross score; A. D. "Hank" Madruga, una clipper owner and skipper, sec-nd low gross score; and Arnold Mit-hell, Coast Equipment Co., third low ross score. E. P. Silva, Machado Me-ina and Edward X. Madruga took rst, second and third places in the ow net scoring.

The tuna clipper **Aztec** is back in San iego after a 73-day tuna voyage which as plagued by mechanical troubles. She as unloaded her tuna at the Van Camp annery in San Pedro.

New Steel Clipper Bears Name of Brand

Sea-Preme is the name chosen for a new steel tuna clipper launched at National Steel & Shipbuilding Corporation, San Diego, on January 22. This name is the top label of California Tuna Canning Company, for which the hook-and-liner will fish. Miss Carol Smith, daughter of C. Arnholt Smith, president of the yard, was sponsor.

The clipper is a sister vessel of the *Conte Bianco* which began her career late last year. She is 127′ by 30′6″ by 14′6″ and is from the board of the yard's naval architect, William P. Trammell.

Propulsion is by a DMG-38, 8cyl. Enterprise; tail shaft is Monel Metal; bearings are Goodrich Cutless. Auxiliaries are a pair of Murphy diesel-generating sets, 133-kw. Refrigeration for a carrying capacity of 330 tons is a Baker system with four Model 8A, 5½ by 5½ compressors, supplied by Baker Engineering Corporation, Los Angeles.

Leroy Harrington, Astoria and Moss Landing, has had a GM surplus engine rebuilt by West Coast Engine & Equipment Co., and installed in his combination boat. He also purchased a new Twin Disc hydraulic reverse gear with special hydraulic coupling. The gear has a 3-1 ratio, and allows good engine speed and slow boat speed for trolling.

Grays Harbor Salmon Catch Gains Sharply

Approximately 2,000,000 pounds of Chinook salmon and almost the same total of Silvers, or about 900,000 pounds over 1950, were landed on Grays Harbor during 1951 by trollers. This was about 40% of the approximately 10,000,000 pounds of salmon landed in Washington by the troll fleet during the year.

In addition Grays Harbor gillnetters landed 1,350,000 pounds and Willapa fishermen 1,600,000 pounds of Chinook, Silver and Chum salmon. The Grays Harbor total included about 170,000 pounds of Chinook, 620,000 pounds of Silvers, and 560,000 pounds of Chum salmon. The 1951 amounts represented increases ranging from 5 to 20% over 1950.

The Willapa catch included 190,000 pounds of Chinook, 500,000 pounds of Silvers, and 890,000 pounds of Chums. The Willapa Chinook and Silver catches were healthy increases over the 1951 catches but the total of Chums was 110,000 pounds under the 1950 total.

Delle-Marie, Seattle, F. A. Kirchof, skipper; and **The Brothers,** Petersburg, Alaska, Art Otness, skipper, are now long lining off of Monterey Bay for rock cod and ling cod, using the same kind of gear they use for halibut, with considerable success.

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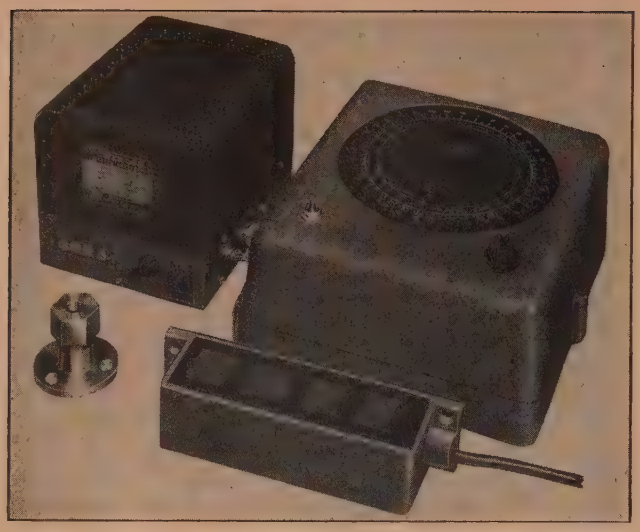

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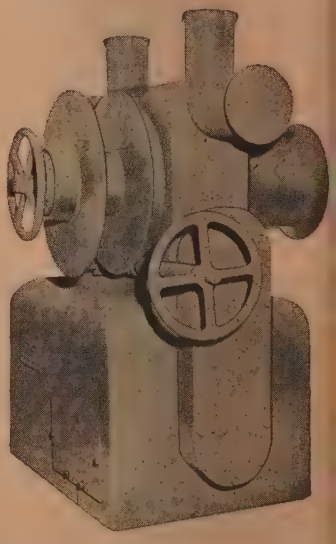

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ARNE STROM — HALDOR DAHL

orth Calif. Fleet attered by Storm

Storms along the northern Calirnia coast during most of the month January took a heavy toll among hing craft so unfortunate as to be ught at sea or in unprotected harrs.

The big storm which struck late in e month carried disaster into that ction of the fleet lying in at Trinidad arbor, where three boats were riven ashore.

The *Tonto* was slammed onto the cks and virtually broken to pieces. he *Mickey* had her keel damaged so adly as to necessitate an entire reacement; and the *Lee-Lo* was rounded, but escaped without serus damage. Many boats of the Triniad fleet fled for safer anchorage at ureka when the storm broke.

The storm also assessed heavy toll Crescent City, where several craft ere pounded together and others riven ashore. Reported suffering eavy damage were the draggers unward, *St. Patrick* and *Dorothy* nn.

The crab boat *United II*, owned by rank Hyman, Fort Bragg, and skipered by Lewis LeRoy, Eureka, ran nto trouble during the storm at sea and was towed into port at Humboldt by the Coast Guard.

Earlier in the month, the 32-foot crabber owned by Ray Oselin, Portland, was driven aground at Crescent City, but later was floated out during high tide.

Old-Time Troller Has His "Dream Boat"

A fisherman's dream come true is the 54′ *San Martin*, now being completed in Seattle and owned by "Nash" Martin, long known as skipper of the *Yankee Girl*.

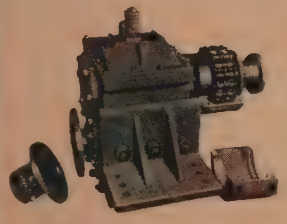
For several years this captain has been planning a troller exactly as he wanted it, based on his many years of experience dating back to 1912 of ownership and operation of the *Liberty, Polly's Pal, Traveller II* and *Yankee Girl*. This latter boat is in and out of Moss Landing Harbor many times during the salmon and Albacore seasons.

The *San Martin* slid down the ways of Alf Hansen's Boatshop in Seattle following christening ceremonies by Mrs. Ted Bolz, a friend of the family from San Francisco and Mrs. Vivian Ulrich, "Nash" Martin's daughter.

Main power unit of the *San Martin* is a Cummins diesel, of 132 hp. at 1800 rpm, driving the propellor at 600 rpm through a 3-1 Twin-Disc clutch transmission. Other equipment items will include a 2 kw auxiliary electric generating set; forced feed oil fueled range and water heater automatic steering pilot; two way radio allowing communication with other ships as well as connecting with any commercial telephone ashore; radio direction finder and depth recorder; ocean temperature indicator and hot and cold running water.

For handling the large anchors a heavy duty Kolstrand power winch is installed on the fore-deck, capable of handling 200 fathoms of ⅝ inch cable; the steering gear may be handled from three stations, wheelhouse, flying bridge and at dual positions at either side of the cockpit trench. The trolling gurdies are in two banks, 3 spools each, operated by positive reverse control boxes and with all drive shafts enclosed in pipe shields hung underdeck. Fuel tanks will hold 1840 gallons, lubricating oil 55 gallons and fresh water storage 500 gallons.

When ready for her sea-trials the *San Martin* will lack nothing her master could think of to perform successfully as an all weather troller able to range off the Pacific Coast from Alaskan to Mexican waters.



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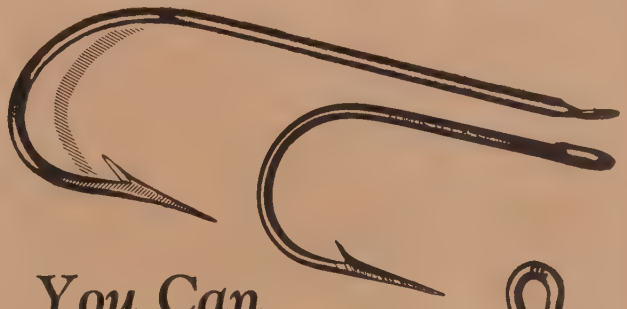

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Shown above are The Mustad-Halibut, Qual. No. 9395 - The Mustad-Salmon, Qual. No. 9510 XXX and the Mustad Double I.P. Round, Qual. No. 7897.

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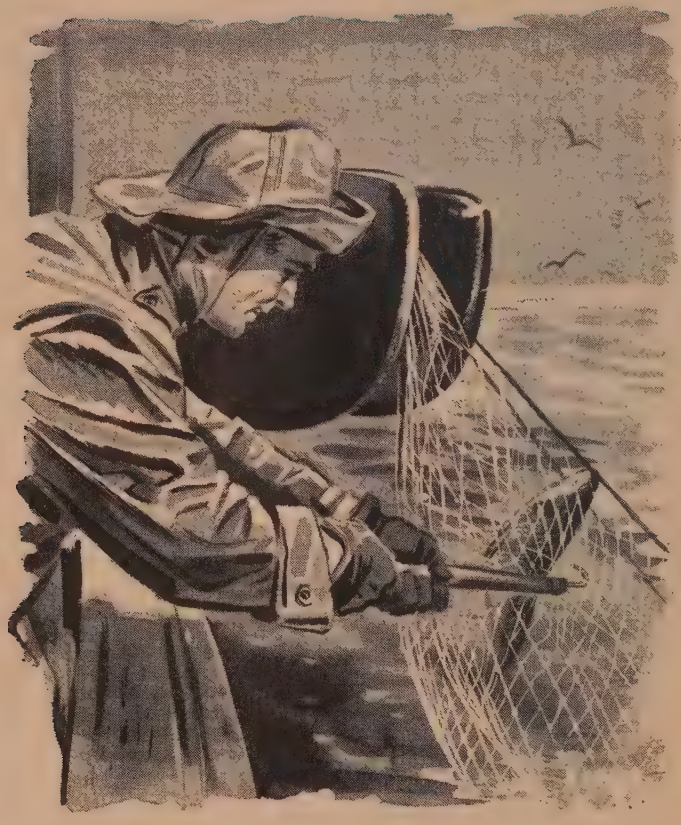

BIGGER CATCHES mean *extra* money in your pocket! That's why more and more fishermen are insisting on NYLOCK and *only* NYLOCK . . . the 100% Nylon Gill Netting . . . specially treated (patent pending) to LOCK the knots together and prevent slippage.

NYLOCK Nylon Nets have other advantages, too! They need no drying—thus one net does the work of 3! They're stronger, longer-wearing . . . stand up to abrasion from being hauled over the side of a boat. NYLOCK Nets are lighter, easier to handle. They need no preservatives which means that they can be fished continuously. And—they're unaffected by mildew, fungus growths, oil or gasoline.

For further information, write or phone today to one of the following manufacturers who use NYLOCK for their Nylon Netting:

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MOODUS NET & TWINE INC.
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JOSEPH F. SHEA, INC.
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100% NYLON GILL NETTING

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The **HEMINWAY & BARTLETT** *Mfg. C*

500 Fifth Avenue, New York 36, N.Y.

Represented by:

BROWNELL & COMPANY, INC., Moodus, Conn.

...recked Seiner and ...r Crew Saved

The *Esperia III* survived a smash ...o the Long Beach breakwater dur... a winter storm. Outstanding in ... rescue of the seiner's crew was ...b Lucido, crewman, who swam to ... breakwater with a line he made ...t to the rocks. Then, Luigi Luce, 63, ...ner of the vessel, took the lead in ...empting to leave the sinking boat, ...ling himself hand-over-hand on ... rope. Keith Hynes, mate on the ...cific Rocket, Long Beach tug oper... by the Pacific Towboat & Salv... Co., six times rowed from break... ter to tug to bring the 12-man crew ...safety.

After the rescue of the crew, one of ... Pacific Tugboat and Salvage Com...ny's "cherry pickers" brought the ...ner inside the breakwater, where ...311 derrick barge, under Henry ...nson's direction, raised the seiner ... the surface. The *Pacific Rocket* ...en towed her to Al Larson's boat ...rd on Terminal Island.

The seiner was returning from a ...ght's sardine fishing and had sev...al tons aboard when she smashed ...to the breakwater. Crewmen ...oard were the captain, Anthony ...ice, L. Alvaro, Art Elred, B. Lucido, ... Salvato, C. Nicacia, M. Calcece, S. ...anzelle, F. Lafata, Joe Trama and ...e Scotti. The *Esperia* was formerly ...e *City of Stockton*.

...illnetters Hauled Across ...land on Trucks

A few weeks ago, while fishing off ...e Fraser River, several British Co...mbia gillnetters learned that good ...tches of Chum salmon were being ...ade in Barkley Sound on the west ...ast of Vancouver Island.

What to do? Risk the long, two-day ...ip around and through the Straits ... Juan de Fuca with the possibility ...at the run would have disappeared ... the time they arrived; or simply ...rug the thing off and stay in the ...mewhat unrewarding Fraser River ...rea?

Someone came up with a bright ...ea and about 25 other fishermen ...llowed his example. They headed ...heir craft across the Straits of Georgia to Nanaimo, had their boats lifted by wharf crane onto low-bed trucks and scooted over the highway to Port Alberni, where the boats were lowered into the waters of the canal and headed for Barkley Sound. The journey was accomplished in a few hours; with bad weather off the south coast of the island the fishermen might have been delayed for a week.

Sitkans in Hospital

Two Sitkans were in the Marine Hospital, Seattle, for treatment early in the year. Mrs. Louis Johansen, whose husband fishes the *New England*, was in the hospital for medical treatment. Frank Cashel, also of Sitka, was there for an operation.

Roy Johnson, Astoria, is installing a GM 6-71 diesel engine, purchased from Hover Equipment Co., Monterey, in his combination boat **Christe II.**

Men Burned Badly In Escaping Boat

Harold Daniels and Alex Karas, both of Eureka, suffered severe burns and narrowly escaped with their lives when their boat, the *Joyce Lee Green*, exploded and sank just outside the entrance to Humboldt Bay in December.

The mishap occurred as the boat was returning to port from the crabbing grounds off Humboldt Bay. The two men jumped overboard as the explosion occurred, followed by flames that quickly sent the craft down in 50 feet of water.

The survivors were picked up by the fishing boat *Shark*, skippered by R. L. Skauge. The *Al LaRocca*, dragboat, also hastened to the scene and attempted to salvage the burning craft, but the stricken boat went down before a line could be made fast.

May be mounted at any angle, from vertical to horizontal.

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The AQUA-CLEAR Feeder enables you to cool gasoline or diesel engines directly with raw sea water—without any danger of rust, corrosion, electrolysis, or salting down the engine.

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No costly lay-ups to repair troublesome heat exchangers, expansion tanks, oil coolers, pumps, etc. *No moving parts to wear or get out of order.*

Absolutely prevents all rust and corrosion in cylinder heads, manifolds and water jackets, that cuts engine life in half.

No need to haul your boat—quickly and easily attached between seacock and pump.

Better and Cheaper than Closed Cooling

The AQUA-CLEAR Feeder costs only a fraction as much as closed cooling—only $50 for engines up to 150 h.p.; $75 up to 250 h.p.; and $120 for engines over 250 h.p.

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Order today from your boatyard, or direct. Try it 60 days on your boat—if not convinced it cuts costs and lay-up time, return for FULL refund!

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AUTOMATIC BILGE CLEANER

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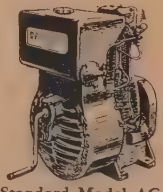
Singleton Fish Company depends upon a Hallett Model AC-1, 5 H. P., Air-cooled Diesel Engine for auxiliary power on their 66-foot shrimp trawler built by the Southern Shipbuilding Company of Jacksonville, Florida.

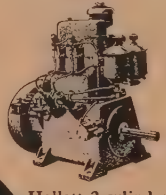
Hallett Air-cooled Diesel Engines, because of their compactness, rugged construction and minimum weight, offer the boat owner a real "work horse" to power his auxiliaries. Hallett Diesels have a world-wide reputation for dependable, economical operation.

For information about Hallett Diesel Marine Engines, Auxiliary Engines, Diesel Electric Generating Sets, and Diesel Pumping Plants, see your nearest distributor or write to . . .



Standard Model AC-1, 5 H. P., Air-cooled Diesel Engine

Hallett 1-cylinder, 8 H. P., Water-cooled Diesel



Hallett 2-cylinder, 18 H. P., Water-cooled Diesel

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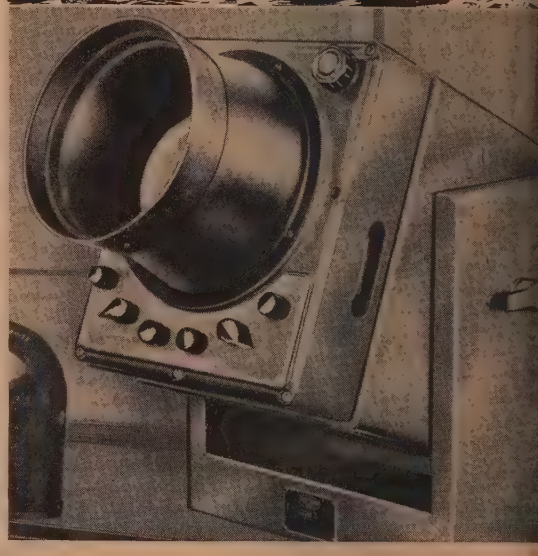

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Maximum range is 10 or 20 miles (optional) . . minimum range 75 yards. Small, light and compact it is easily installed in the limited space available o smaller vessels.

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ght Herring Catch ills Canning Program

Northern California fishermen who ught they might recoup a few of ir losses as a result of the sardine son flop, by catching herring were ng disappointed last month.

The herring fishery, largely concented around Tomales Bay was iled by rough weather.

Fishermen were reported to be reving around $25 per ton for herg, but catches had been slight by e end of last month.

Canneries reported to be packing rring were J-D Packing Co., Northn Packing Co., and P. E. Booth Co., n Francisco; and Santa Cruz Canng Co., Moss Landing. Santa Cruz nning Co., Joe Olivieri, manager, s trucking its fish from Tomales y to Moss Landing. The company stalled a truck loading station with nveyor at Tomales Bay.

A fleet of about 12 boats were enged in the fishery.

tudy Carr, old time fisherman of San dro, and until the past year a salesman th Marine Hardware Co., specializing in ld Medal netting, passed away Christs Eve in San Pedro. He had been a sident of San Pedro for 32 years. His ssing is mourned by all associated with e industry to which he had made an imrtant contribution.

Yes, PACIFIC FISHERMAN published this same picture last month—but with several errors in the caption, which are here corrected. The hull is the 1,000-th built by Bryant's Marina. It is a 31' 9" gillnetter, one of 15 which Bryant's are building for the Bristol Bay Packing Co. and Intercoastal Packing Co. The boats are powered with 115-hp. Chrysler engines, and represent the very latest in Bristol Bay gillnet boat development.

Albacorer Pulled Off Mexican Beach

A Pacific Towboat & Salvage Co. tug, the *Pacific Rocket*, was responsible for bringing the *Elanel* from Ensenada to San Diego after she was swept ashore in Todos Santos Bay during a storm in late January.

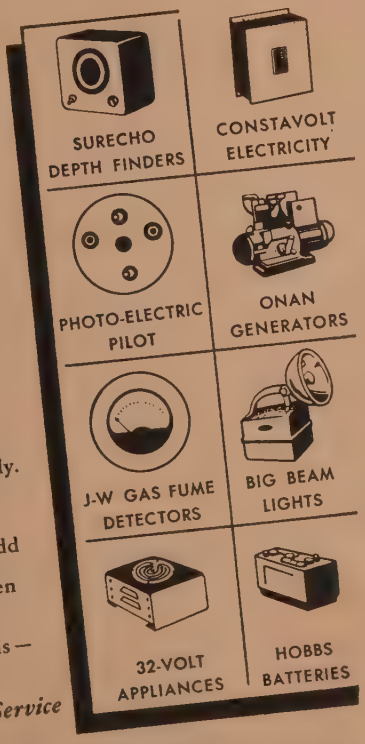
After Arthur DeFever, naval architect and marine surveyor, declared the Albacore boat, owned by Emmett Williams of San Pedro, was salvagable, the *Rocket* took her off the beach. Campbell Machine Co. has the boat for repairs now.

Chester James Millett, 44, fisherman who was born at Bay Center, Wash., and alternated his home between Tacoma and Amanda Park for several years, died at an Aberdeen hospital December 10.

CHECK your boat's electrical equipment NOW!

It pays every owner of a boat, pleasure or commercial, to check his electrical equipment periodically. As part of the check, drop in at any EHG store and see what electrical items will add to your enjoyment or earning capacity. When you think of marine equipment or service, remember that EHG is—

California's Most Complete Electrical Service



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Easily installed between engine and propeller shaft. Morse Morflex Marine Radial Couplings absorb vibration, lessen bearing strain, increase hull and engine life. They compensate for shaft misalignment, need no attention.

For full information, get in touch with any of these West Coast representatives: Los Angeles—J. W. Minder Chain and Gear Co., 6011 Central Avenue . . . San Francisco—Adam-Hill Co., 244-246 Ninth Street . . . Portland—Power Transmission Products, 1107 N. W. 14th Avenue . . . Seattle—Chain Gear, Incorporated, 822 First Avenue, South . . . Vancouver—Western Equipment Co., Ltd., 102 Main Street.

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For well over 100 years, American fishermen have known the superior quality of Gold Medal Netting, America's greatest name in netting. They know they can depend on its "Made-in-America" superiority. They know that they can get it when they need it, and that it will be the same dependable netting they bought last time.

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Canadian Representative: Western Leckie Limited, Vancouver, B. C.

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GOLD MEDAL SEINE TWINE—For hand-knitting, hanging and mending, get the same high-quality twine that GOLD MEDAL NETTING is knit from. Ask for and be sure to get GOLD MEDAL.

Other Netting Products: AN & T Coy Linen Gill Netting—Gold Medal Sea Island Cotton Gill Netting—Plymouth Rope—A complete line of Netting accessories.

SITKA SOUNDINGS

by MYRTH B. SARVELA

With one of the most severe Januas since the turn of the century bed us, Sitkans are looking forward springtime. Our small, inadequate rt harbor was jammed with 150 ning boats and kept the owners and etakers busy shoveling snow the ire month.

Pete Crews, skipper of the *Lila A*, d *Al Rottluff*, mate on the *Ideal*, rt fishing on December 31, hold honor of catching the last King mon in 1951. It was served as the in dish at a New Year's feast held the Crews home in Jamestown y. Al and Pete also hold the 1952 ord catch to date, February 1, of ee salmon weighing 71 pounds. ught on sport gear in the channel front of the Standard Oil Dock nuary 20.

Tommy Jackson of the *H&H* caught *first* salmon of 1952 on January 18. was a fine red fish, weighing 31 unds. Other lucky fishermen inde *James Gillam*, *Henry Yrjana* d *George Benson*.

The activities of the Sitka fishermen have been varied this winter. *Ed Bowers* rebuilt his troller *Sequoia* at *Andy Hope's* boat shop rly in the fall. *Glenn Collins*, skipr of the *Whalebird*, planned to work th the construction gang on the ad, but instead spent November in e Marine Hospital in Seattle recovng from an operation. He is back his feet and is looking for a new at. He sold the *Whalebird* to *Ker t (Little Ole) Olson*. Kermit and s family went south last fall and sited their family in Nebraska. Returning on January 7, he sold his oller *Virginia M* to *Lee Meyers* of attle and is now putting the *Whale rd* into first class condition for the ming season.

A number of the boys put their illed ability to work this winter and e carpentering and painting for the laska Native Service at Mt. Edgecumbe School on Japonski Island. here's *Clyde Peterson* of the *Tony K*, *ete Crews* of the *Lila A*, *Leighton oover* of the *Chechako*, *Len Peterson* of the *Repeat*, *Carl Leitch* of the *iswed*, *George Rohr* of the *Cora B*, *mil Phillips* of the *Sea Star* and hers. Some took to the woods to try eir skill at trapping. *Fred Manley* the *Chester L*, *Fred Wallenberg* of e *Who Cares*, and his brother *Carl* the *SE*, trapped together. Carl had narrow escape. The three skippers, ith their boats, were anchored at Kelp Bay, the snow was around 12 ft. deep, the weather near zero when Carl's skiff got away from him. He was alone on the outside of Pond Island and had to take to the water, swim a hundred feet to the skiff and tow it back to the beach. His wet clothes began to freeze and he was practically stiff in the hour that it took him to row back to the *SE*. Carl's rugged and he suffered no ill effects from his harrowing experience, except he is 15 lbs. lighter. *Mark Jacobs*, skipper of the *Rondout*, with his two sons, *Harvey* and *Ernie*, and *Paul Edwards* trapped the Chichagof area. They were forced to put shore-lines out whenever they anchored to keep their boat from dragging, the wind blew with such terriffic force. *Herman Kitka*, of the *Martha K*, with brother *David*, *Lawrence Widmark* and his father *Frank*, who has trapped the Chichagof area for over 30 years, reports that the storms and winds were the worse he had ever encountered. There were times on the outer islands when they had to crawl on their hands and knees to tend their traps. Other trappers were *Henry Yrjana* of the *Hope*, *Rudolph Sarvela* of the *Myrth*, *Ted Kirkman* of the *Neva*, *Bobbie Collete*, *Lyle* and *Wayne Phillips* on Wayne's *Florence* and *Charlie Robich* of the *Evelyn S*. All fisherman-trappers reported a rugged season.

Paul Morgan, skipper of the *Betty D*, has spent the winter remodeling the interior of the Elks Club. He is doing some pretty fancy work and Elks of the fishing fleet will find their Sitka home a comfortable and beautiful place.

Afton and *Vera Coon*, skipper and mate of the troller *Photographic*, have closed their Portrait Studio in the Sitka Hotel and are vacationing before it is time to ready their boat for fishing.

Art Gillis, skipper of the *George T*, and his wife returned in January from a vacation in Southern California. *Stanley Arndt*, skipper of the *Flora*, his wife and son returned from visiting in Minnesota in January. *Tom Sennitt* of the *Mary S*, and his wife are reported to be on their way home from the south. *Roy Clifford* of the *Buddy* and his wife left in the fall and are still south. *Howard Trent*, of the *Charlotte*, his wife and son returned January 22 from visiting her parents in Indiana.

George Herrick, skipper of the *Fortuna*, arrived by plane early in February. George went south on July 4 for medical attention. He spent three and one-half months in the Marine Hospital at Seattle and has unlimited praise for the care that was given him. After leaving the hospital he was under the doctor's care until January 30. He has begun work on the *Fortuna* and will be ready for the first run of salmon. *Howard McLain* purchased the *Janie* at public auction in December and has sold his troller the *Freedom* to Jake Phillips.

Joe Skarris of the *Amour*, who has been confined to his bed for a year, spent a couple of months at the Marine Hospital in Seattle. He has been improving the last month and threatens to give the fishing fleet competition this summer.

The Sitka Marine Railways, under the management and ownership of *Earl* and *Stephine McDonald*, have been keeping busy despite the trying weather. *Al Rottluff* and *Emmet Hodges*, skipper of the *Tanya*, have been employed by them all winter doing repair work on boats.

Andrew Hope is building a 34-foot "V" bottom cruiser-type troller, designed by H. C. Hanson of Seattle, for *Capt. Anderson* of Chichagof, which he expected to launch the last of February. Andy has again filed for the Territorial Legislature on the Democratic ticket, and *Myrth B. Sarvela*, mate on the *Myrth*, has filed on the Republican ticket. Both parties in Sitka are alert to the needs of the fishermen.

Hicks Succeeds Niemela With Columbia Union

Robert J. Hicks of Clatskanie, Ore., is succeeding Henry Niemela as executive secretary of the Columbia River Fishermen's Protective Union. Mr. Niemela, who has filled the position for many years, was not a candidate for re-election, as he is opening a wholesale and retail fish business at Oswego, Ore.

New president of the union is R. G. Bristow of Wauna, Ore., succeeding Roy Takalo, who did not run.

Carl Lindstrom was elected treasurer. Holdover members of the trustee board are Chris Henry, and Matt Story, West Linn. New members elected to the board are Helmer Lindstrom, Earl Anderson and Robert Butler, Astoria, and Charles Gann, Wauna, and C. A. Wood, Corbett.

Elected to the legislative committee were Charles Henne, Tidewater Albert Keranen, and Thomas Jorgenson, Astoria.

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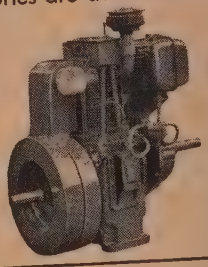
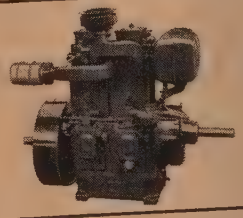


MODEL AVA-1—Single cylinder, Air Cooled, 4 cycle full Diesel Engine, 4.5 horsepower @ 1500 RPM. Available with direct drive or with clutch—either operating at engine speed or half-engine speed. Precision type bearings. Full pressure lubrication throughout. Fly wheel fan cooling.

PRICE, direct drive model, f.o.b. any Shepherd store..... **$322.00**

MODEL AVA-2—Two cylinder, Air Cooled, 4 cycle full Diesel Engine, 9 horsepower @ 1500 RPM. Other specifications same as for Model AVA-1 above.

PRICE, direct drive model, f.o.b. any Shepherd store..... **$513.00**



MODEL AV-2—Two cylinder, Water Cooled, 4 cycle Diesel Engine, 10 horsepower @ 1500 RPM. Available with radiator or heat exchanger. Equipped with direct drive or with clutch, either operating at engine speed or half-engine speed. Precision type bearings. Full pressure lubrication throughout.

PRICE, direct drive model, without radiator, f.o.b. any Shepherd store.. **$511.00**

MODEL AV-1—Single cylinder, Water Cooled, 4 cycle full Diesel engine, 5 horsepower @ 1500 RPM. Other specifications same as for Model AV-2 above.

PRICE, direct drive model, without radiator, f.o.b. any Shepherd store..... **$324.00**

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...anish" Floating Trawl ...ed On B.C. Coast

...ne "Danish" type of floating trawl ...is being tried out in British Co...bia for the first time by F. E. ...th, Victoria, who recently re...ed a license.

...ne Danish gear, fairly common in ...h Atlantic fisheries, is on trial in ...Pacific area and this season's oper...ns for the catching of herring will ...closely watched by an observer ...n the Pacific Biological Station of ...Fisheries Research Board of Can..., who will be aboard Smith's boat ...ing the trawling.

...he Danish trawl net is towed by ... vessels, which may operate as ...ch as 300' apart. Instead of being ...gged along the floor of the sea as ...n an ordinary otter trawl, the ...nish net is set at any depth in ...ch fish may be present.

...he net consists of four lead wings ... the usual cod ends; a bridle line ...n the outer wings leading to the ...ing vessels. A line of corks keeps ... topside of the net buoyant and a ...vy foot rope insures an open lead ...ile in motion. Heavy iron weights ... carried on the bridle lines, and ...ustment of these permits changes ...the depth at which the trawl is ...rated.

...iner "Golden Gate" ...rns at Season End

...The purse seiner *Golden Gate* ...ver saw the end of the 1952 sardine ...son, for she burned and sank off ...nta Cruz island just two days be...e the close of fishing. Jack Borcich ...s skipper of the seiner, formerly ... *Sunlight*, and was part owner of ... *Marsha Ann*, recently sold, which ...o was damaged by fire recently, ...t is now fishing again. The *Marsha ...n* caught fire at dock in San Pedro ...m a conflagration which began in ... *Western Queen*.

...The fire began in the engineroom ...d spread rapidly, forcing the crew ...abandon the boat in a skiff. The ...a *Pride*, Captain Andrew Tipich, ...k the men aboard and joined the ...lden Gate's* crew in trying to put ...t the fire. Before the Coast Guard ...tter from Santa Barbara could ar...e at the scene of the fire, abut 70 ...les from San Pedro, the boat had ...nk.

...Aboard the *Golden Gate* were Peter ...cci, Tony Bucci, Frank Mihovil, ...ke Kuljis, Mate Fizulich, John ...sareo, Vincent Zamberlin, Frank ...rjevich, Joe Flamengo and an un...entified fisherman.

Basic Seiner Design of 1924 Used for New Canadian Craft

Cape Ray, latest addition to Canadian Fishing Co.'s fleet of seiners, represents a return to a class of vessel originally designed by L. H. Coolidge of Seattle in 1924.

Hans Ulstein, manager of Sterling Shipyards, Vancouver, shipbuilding subsidiary of Canadian Fishing Co., and his son Ole have been working on modifications of the original Coolidge design, and several vessels to be turned out at Sterling for Canfisco will be based on the original plans of "the old master."

Mr. Coolidge's design was the result of long trial and experiment and the years have demonstrated that basically it is just about the best that can be conceived for the North Pacific salmon seiner. Back in 1925 and 1926 the Coolidge blueprints were used as the basis for the construction of 10 vessels, all of which are still in service, except for the *Skedans*, which was lost in Port Elizabeth more than a decade ago.

Master of *Cape Ray* is Captain Joe Strcic. It is the 26th vessel to be named after a cape, although all of them are not of the same design. The seiner is powered by a D 13000 "Caterpillar" diesel, driving through a Twin Disc clutch reduction gear 3:1 ratio. The propeller is of 52" diameter by 42-46 pitch.

Sounders for San Diegans

"Surecho," 60-fathom depth-sounders by Wilfrid O. White & Sons, Boston, and supplied through Nuttall-Styris Company, San Diego ship chandlers, have been installed on a number of San Diego fishing vessels, according to Joe DeSousa, sales manager of the latter company. Charles White put one on his successful Albacore boat *Dolchester*; another went onto Fernando Medina's *Michelle*, renamed *Patty M;* and on Bab Insinger's *North Wind*.

Hard-Luck Craft

The *Whereaway*, 25-foot fishing boat out of San Diego, was an ill-fated vessel. First her owner, T. Earl Kirkelie, 26, died when the tanker on which he was serving sank, after a collision in the Gulf of Mexico several months ago. Then the boat itself sank at moorings. Before Kirkelie sailed aboard the tanker, he had ordered the *Whereaway* moored in the Roseville boat harbor and it wasn't until the sinking that a check on the ownership of the boat was made.

SOUTHERN SEINE SETS

GEORGE YANKOVICH has been installed as 1952 president of the International Fishermen's Union for 1952, succeeding *Bob Petrich. Mel Kolumbic* is vice president; *Nick Dadovan* was re-elected business agent; and *Anthony Sokolich,* secretary-treasurer . . . the *New Home* was one of the few seiners bringing in a sizeable load of sardines during the last dark, some 77 tons, a deckload . . . Mr. and Mrs. *John Evich*—he is skipper of the *Clermont*—have recently returned from a vacation trip to the Northwest where they visited with old friends . . . Katy Dragich, daughter of Mr. and Mrs. *John Dragich* of San Pedro, became the bride of *Nick Baskovich,* San Pedro fisherman, in a ceremony at the Mary Star of the Sea church. The bride is employed at French Sardine Co. . . .

WESTERN TRAVELER has added a 6DT468 Buda, 60 -h.p. diesel engine for auxiliary purposes, driving generator and refrigeration machinery . . . Marine Hardware Co. has supplied the *New Sea Rover* with an application of Steelcote, stainless steel industrial finish, to one brine well and to water tanks . . . Assemblyman *Vincent Thomas* stated recently that a new ruling had closed the door to introducing at this year's budget session of the legislature in March any bill to eliminate the tax on fishing boats . . . *Matt Batinovich* recently appeared before the board of supervisors of Los Angeles county to request action by that body on the subject of a tariff on the importation of tuna. He represented the Tuna Tariff Emergency Committee.

Siuslaw Fishing Fleet Makes Ready for Sea

Royal G. Clack, an Oregon fisherman who is an enthusiastic reader of *Pacific Fisherman's News,* wrote from Florence that the Siuslaw fishing fleet is being gotten into top-notch shape for fishing despite some damage suffered by a worse-than-usual series of winter gales.

J. Wright, Art Amack and Walter Fosick took the cabin off the *Mette Marie,* building a fish hold into the vessel and providing more deck space preparatory to Albacore operations come summer.

Corky T., owned by J. G. Tuttle, was sunk during a Big Wind of the winter season, but has been raised and is being put into shape for fishing. The community rejoiced in the success of the salvage job which put *Corky* and Tuttle back into business.

Cindy C. is getting a new motor this spring.

Bill Welch, the fishing planerman, owner of the *Radio,* has been building a new cabin for the craft, doing the work in his garage during the winter. Bill found the old cabin a little cramped last September when he, his wife, and their two daughters found the Siuslaw Bar too bad to cross in and had to lie at sea all night.

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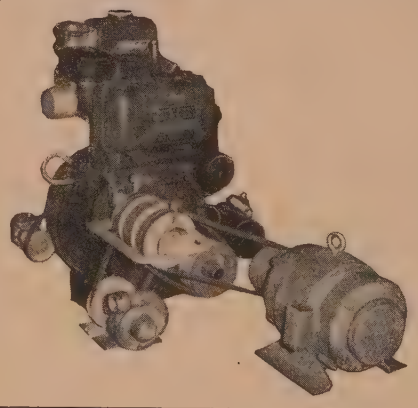

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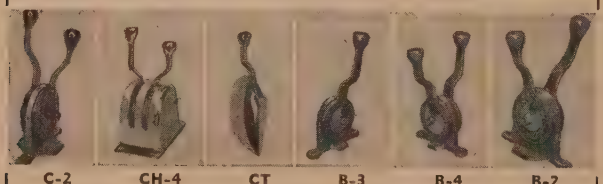

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Tips & Tails from Ketchikan

ll Nelson, former Coast Guards- is having the steel-hulled trol- boat *Judy-Ann* reconditioned at Northern Machine Works in hikan. He recently bought the from *Arne Iversen* who had it d after it sank near Spire Island, h of Ketchikan, last winter.

* * *

ss Johnson, 51, fisherman who l at Port Protection, died at the chikan General hospital recently an extended illness.

* * *

neral services were held in Ket- an recently for *Ernest Johnson*, er fisherman of Point Baker. He at the Ketchikan General hos- l.

* * *

E. Allen, superintendent of the wock Oceanside cannery, was in chikan in mid-January en route he plant for a mid-winter inspec- .

* * *

onald Wick, operator of the *Ran- d*, and wife recently returned to chikan from a vacation trip which them to California.

Hans Roning, Ketchikan fisherman, and Mrs. Roning recently returned to Ketchikan after spending two months in the northwest. They visited in Oregon with their son-in-law and daughter and a grandchild they had not seen before.

* * *

The trolling boat *Boots*, owned by the *Joe Patterson* estate, sank at its moorings in Thomas basin recently following a heavy fall of snow which caused concern to boat owners. The heavy snow caused the *Boots* to go over on her side and she sank. The boat was raised later by the *Pat C*, operated by *Art Pengra*.

* * *

Ed Bugden, former owner of the combination fishing boat *Alki*, and Mrs. Bugden recently returned to Ketchikan from a vacation trip that took them to his former home in Nova Scotia.

* * *

E. B. (Al) Whitmarsh, Ketchikan manager for Polar Fisheries, Inc., returned in early January after spending the Christmas holidays with relatives at Oakland, California.

Prices for King salmon received a slight boost in Ketchikan in mid-January when the price of whites was raised from 26 to 30 cents a pound, the figure for small reds. Up to that time the price had been 45 cents for large reds, 30 for small reds and 26 for whites for winter-caught salmon.

* * *

Helge Pedersen, Ketchikan agent for the Deep Sea Fishermen's union, went to Seattle in mid-January to attend the annual conference of the International Fisheries Commission and to confer with representatives of other halibut fleets concerning a proposal that they seek minimum prices for the 1952 season.

* * *

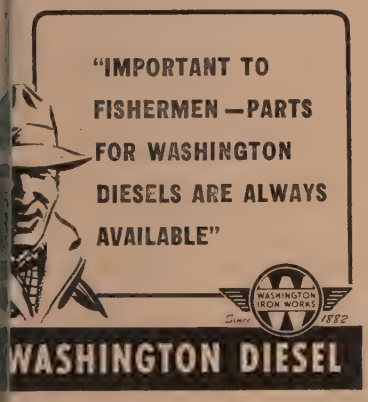
Mr. and Mrs. *Ole Sorngaard* recently returned to Ketchikan after vacationing in the States. Mr. Sorngaard operates the fishing boat *Bremerton*.

* * *

Angelo Bussanich of Ketchikan, fisherman and fishhouse worker, is in Seattle while the Grandy Boat Works is completing a new 45-foot combination seiner-troller for him. He formerly owned and operated fishing boats before turning to fishhouse work several years ago.

* * *

Taking advantage of the winter layup, several Ketchikan fishermen are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installing new engines in their boats. New Chrysler Crowns have been installed by *Jens Singstad* in the *Spring*, by *Paul Bengaard* in the *Chum* and by *Einar Williams* in the *Eleanor*.

* * *

David John Tait, fisherman of the *Metlakatla*, and *DeAlva Allard* of Ketchikan, recently made application for a marriage license.

* * *

Nels Ludwigsen was having a new Chrysler engine installed in his fishing boat *Procyon* in Ketchikan this month.

* * *

W. V. Bourke of the Seattle Bait company flew to Ketchikan recently to make arrangements for the taking and packaging of 20 tons of herring to be used as bait by sports fishermen along the Pacific coast. Last winter he had had approximately one-half that much herring from Ketchikan.

A. R. "Nick" Nickles, operator of the trolling boat *Irene D*, flew south recently to visit his octogenarian mother in New Mexico. He planned to return to Ketchikan for early spring fishing.

* * *

Sig Dale, former Ketchikan halibut boat skipper, will be among several Alaskans who will be in attendance during the winter Olympic Games at Oslo in February. He left Ketchikan some time ago to visit in Scandinavia.

* * *

Homer Pitcher, Ketchikan troller returned recently after visiting with his mother in Oregon and motoring through the States on a two-month vacation.

* * *

Andy Gundersen, veteran fishing boat operator and owner of the *Pirate*, recently returned to Ketchikan after receiving treatment at the Marine hospital in Seattle.

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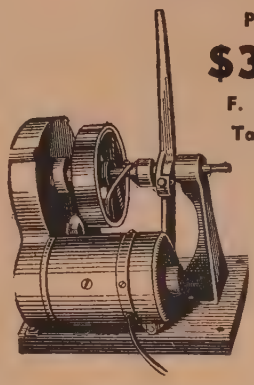

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SALE: 42-ft. combination seiner, tuna, er and halibut boat "Padilla." Built in 1949. hp. Chrysler Royal. Equipped with every- g. $5,000 down and balance on good con- . Write 2521 Maple St., Everett, Wash., or ne BA 7745.

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SALE: Combination halibut, tuna seine "Discovery". 44' x 11½' x 5½'. Built 1921, ilt 1944. 45-hp. Atlas, rebored 1951. Com- e halibut gear. Ready for seining. Direction er, radiotelephone. Stands rigid inspection. 00. 1728 Westlake N., Seattle 9, Wash. ne: ALder 6136.

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FOR SALE: Trolling poles, fir and cedar. All lengths and sizes. Chas. Draper Machine Shop, 23rd West & Commodore Way, Seattle, Wn. GA 8729.

FOR SALE: 52-ft. salmon and tuna troller "Anita." Built in 1946. 6-cyl. GM Diesel installed in 1949. Price $19,000; terms. Moored in Eureka. Ed Schaefer, 750 Horn Lane, Eugene, Ore.

FOR SALE: Halibut Gear—19 skates cotton line, anchors, bouys, gooseneck and heavy duty line puller with clutch. Extra ganions, 2 gross of extra hooks. All A-1 shape. See at Keystone Cannery, Ilwaco, Wash. Write: Lee Cummins, 2420 7th Ave., Milwaukie, Oregon; or phone Evergreen 1-3364.

FOR SALE: One Atlas Diesel engine, 45-hp. 3-cyl. Completely overhauled. Inquire: Mrs. Jenny Sweins, 1716 H. St., Eureka, Calif.

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Boat Builder Dies

David Walsh, 53, nephew of the well-known boat builder Matt Walsh and for 25 years yard superintendent of Forster Shipbuilding Co., Terminal Island (formerly Garbutt-Walsh) passed away Nov. 26 after a brief illness. Walsh, a resident of San Pedro, was born in Nova Scotia in 1899.

Jack Nolan, employed by the Forster yard since 1945, has been appointed Walsh's successor. Nolan was reared in San Pedro.

The body of **John Dugger**, 22, Chehalis, one of two fishermen who disappeared while traveling by boat from the North River area to South Bend November 9, was recovered from Willapa bay in December. The body of Dugger's companion, **Don Easom**, 24, Nehalem, Ore., had not been found at last report.

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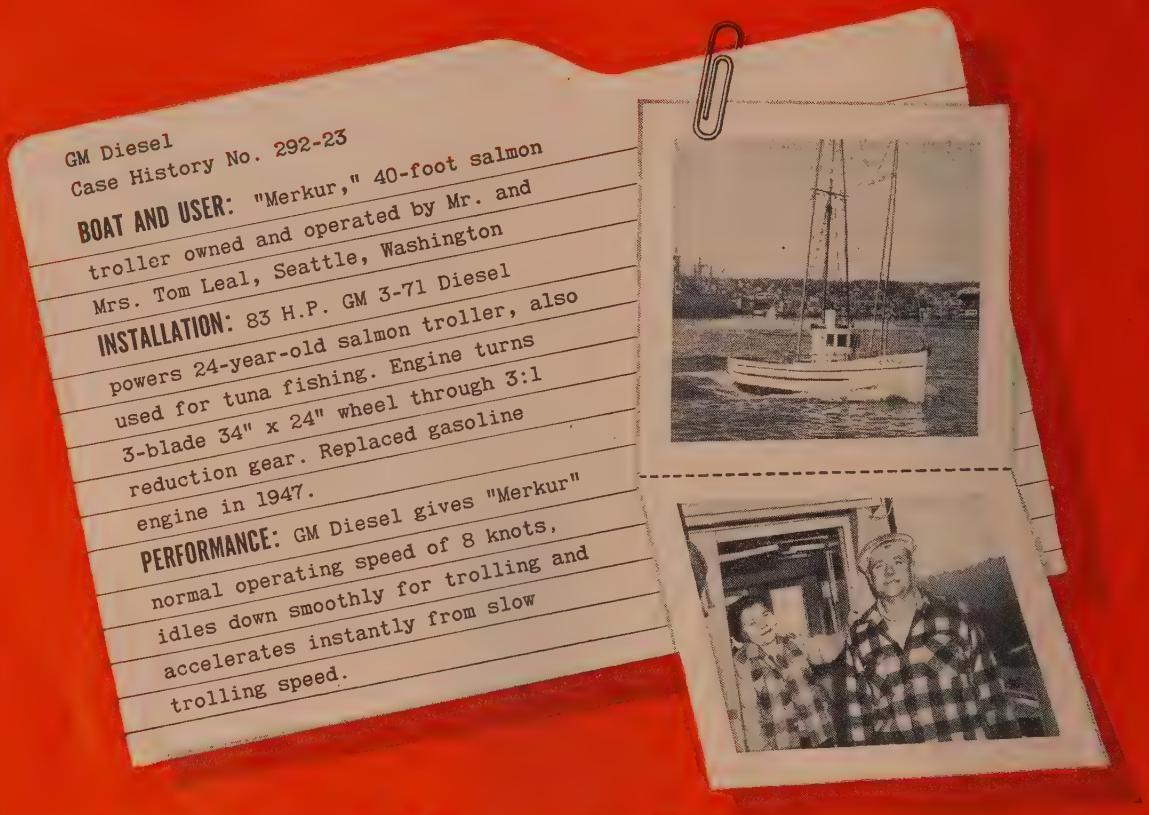
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or Tuna Asked of Tariff Board

e Pacific tuna industry in all its es pressed the plea for an investi- n of tuna imports before the U.S. ff Commission in Washington at irst of February.

he petition for relief under the il point" clause of the Trade eements Act was brought by the fornia Fish Canners Association, it was supported by the massed es of the industry.

bland G. Swaffield, attorney for C.A., acted as spokesman for the coast industry.

Harold F. Cary, general manager, erican Tunaboat Association, sup- ported the plea for protection with an exhaustive study incorporating 10 points for consideration: 1, downward trend in production; 2, in employment; 3, in prices; 4, in profits; 5, in wages; 6, in sales; 7, an increase in actual imports; 8, in relative imports; 9, a higher and growing inventory; 10, a decline in proportion of domestic market supplied by domestic producers.

Within this framework the domestic industry presented 35 briefs discussing how imports of tuna and tuna-like fishes were adversely affecting the whole economy of U.S. tuna production and allied interests of service and supply.

Tuna Prosperity Affected By Tariff Protection

In his opening statement before the commissioners Mr. Swaffield declared the imposition of protective tariffs on the canned product, or lack of them, going back as far as 1922, built up or tore down the domestic defenses.

The Tariff Commission in 1922 imposed a duty of 30% on canned in-oil tuna. It worked well until in the early '30s, but by the end of 1933 foreign imports had captured 44% of the U.S. trade, when the tariff was boosted to 45%.

In 1943 a trade agreement with Mexico dropped the duty to 22½%. This agreement was abrogated Jan. 1, 1951, thus returning the duty to 45% ad valorem. Before this date Japan rushed hundreds of thousands of cases into this country.

Meanwhile the Peru-Chile canned bonito industry—sponsored by U.S. capital—was rapidly developing until in 1951 over 500,000 cases of this tuna-like fish came in.

Duty on in-oil bonito was reduced in 1948 from 30% to 21%. Then, at Torquay last year, in spite of strenuous protests from the domestic industry, the U.S. State Department agreed with a further reduction to 15%.

Fire Is Centered On Bonito and Brined Tuna

Imports of tuna canned in oil, dropped to a trickle; bonito, in oil, boomed. Meanwhile the Japanese had discovered a loophole which again provided a serious threat to the domestic industry.

By simply substituting brine for oil in the canned product, the Japanese got the advantage of a 12% duty. This product sold readily, and by the latter part of 1951, tuna in brine was being marketed here at the rate of 100,000 cases monthly.

Mr. Swaffield contended that without adequate protection the U.S. domestic tuna industry might well be threatened with extinction. The need was urgent. The solution however wasn't simple, being all bound up with the complexities of tariff laws,

UNCH LINES

rom the Tariff Hearings

ommissioner John Gregg, Tariff mission: "The Tariff decisions be largely affected by the fate of H.R. 5693 in Congress."

---

nator Millikin (Colo.): "I have d reference to a couple of treaties and I wish to remind you that gress is not approving GATT neral Agreement of Tariff and le); it has filed a caviat against T, and it is very stupid for the e Department to be making trea- which it expects to get passed and h approves something Congress not approved."

---

m Crivello, President, American aboat Association: "We built the thern California tuna clippers the world's finest fishing fleet, we did it by hard work and sav- Because we have been successful, uld that be held against us, and fishing vessels and livelihood be royed by foreign imports?"

---

rancis D. Wyatt, Wilbur-Ellis npany: "The Southern California stry seeks to build a China wall nd it, bounded on the north by minal Island; on the south by San go."

. R. Strackbein, National Labor- Management Committee on Foreign Trade Policy: "The way it looks to me, it may be two years before any trade agreement with Japan is concluded. We haven't ratified the Treaty as yet."

Harry J. McCool, Fishermen's Cooperative, Seattle: "In spite of professed deep interest in my behalf, when I bring in a load of Albacore and the buyers won't purchase it and I see frozen Albacore from Japan being unloaded, I'm inclined to the belief my boss and my living are in danger."

Senator Martin (Penn.) asked, when an opposition witness declared the ills of the tuna trade were caused by too big a fleet, too many fishermen, too big canneries, with mechanical packing devices, etc.: "Isn't that the American way, and which made us great?"

Isador Roth, South American Fish Distributors, Inc.: "First reaction of Peru when Bill H.R. 5693 was announced was to consider excluding American fishing fleets from its territorial waters." Senator Millikin: "What do you mean by territorial waters?" Roth: "Two hundred miles from shore!"

Evinrude Bow Installation in 26-Foot Beach Seiner...

"saves space...saves weight...saves money"

Fishermen in the Pacific Northwest will tell you there's n nonsense about the husky boats Bryant's Marina, Seattle, buil for them. But they'll also tell you that Jerry Bryant's progre sive ideas on hulls, gear and powering have done a lot make their work easier, safer, more profitable.

Bryant's build "commercial only" — all types, all sizes — and November celebrated the launching of Hull 1,000! About the 26' x Evinrude-powered beach seiner above, Jerry Bryant says: "By installi the well up in the bow, the entire boat aft is clear for net flat and fi hold. Light or loaded, the outfit handles beautifully; maneuverabil is remarkable. With capacity load, the Big Twin gives a speed of a proximately 6 knots.

"The advantages of the installation for such boats are obvious. saves space—saves weight—saves money—gives better performan and easy beaching. The Evinrude Big Twin with gearshift is wh makes the whole idea practical. As far as I am concerned, outboar for commercial use really came of age with your new high-duty ge shift motors."

Evinrude builds 3 models particularly suited for *money-making fishi* The Big Twin develops full 25 brake H.P. in continuous service. F smaller craft, the 14 H.P. Fastwin with gearshift and 7.5 H.P. Fleetw with Duo-Clutch. Long shaft motors available for special applicatio For free catalog write EVINRUDE MOTORS, Dept. C, 4801 N. 27 S Milwaukee 16, Wisconsin.

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25 O.B.C. certified B.H.P. at 4000 R.P.M. Price, F.O.B. factory, subject to change without notice,

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EVINRUDE OUTBOAR MOTORS

In Canada: Evinrude Motors, Peterborough, Ont

29' GILLNETTER, one of a fleet of 1,200 fishing Bristol Bay, Alaska. Formerly restricted to sail, now being rapidly converted to power. Evinrude 25 H.P. Big Twin mounted on false transom gives speed of 7 knots—approximately same as with 40 H.P. inboard.

its eastern market to imports of ned bonito, and to in-brine tuna.
r. Vignolo and others, including ermen-owners, did some scouting ashington stores and he placed in ence some interesting examples canned bonito being used for a" sandwich filling and salads in aurants. Striking examples of low es to consumers and institutions oth bonito in-oil and in-brine tuna e quoted.
milar contentions were made by . Scharer, sales manager, French line Co., who made an extensive stigation in the national market. statements were corroborated by iam J. Grinnan, vice president sales manager, Van Camp Sea d Co.; and by Max J. Gorby, presi-t, California Marine Curing & king Co.; Harold Requa, Jr., sales nager, Westgate Sun Harbor Co.; Joseph J. Bogdanovich, presi-t, French Sardine Co.; and by Gil-t C. Van Camp, Jr.
onald P. Loker, general manager, h Seas Tuna Packing Co., subsidi-of French Sardine, gave testi-ny on the Japanese fishing indus-the ability of Japan to export fish, fish prices and merchandising hods.
. R. Strackbein, head of National or-Management Committee on eign Trade Policy, representing CFCA in Washington, took an ac-part throughout the hearings and ticularly later in cross examining "opposition."

ge and Small Boat ners Tell of Damage

ishermen-owners presented their wpoints. These included, Anthony druga, *Sun Glow;* Sverre Jan-rd, *North America;* Pete Szalin-, *Mariner;* Joe M. Medina, *Queen ry;* these men representative of 11 clipper owners present at the rings.
mpressive evidence of the injury his 135-vessel purse seine fleet by eign imports, particularly with re-ct to bonito and yellowtail, was ered by John Real, general man-r, Fishermen's Cooperative Assoc-on of San Pedro.
The "small boat men"—the Alba-re fishermen from San Diego to the cific Northwest—were ably rep-ented in testimony by the Pacific ast Fish Producers Institute, with ason Case, chairman; Charles hite, Southern California coordina-; and Fred Wolleson, Oregon coor-nator, testifying. Others who spoke behalf of the Albacore fleet in-ded Harold E. Lokken, manager, shing Vessel Owners' Association, Seattle; Bert G. Johnston, manager, and H. J. McCool, vice president, of the Fishermen's Cooperative Association, Seattle.

Biologically, the Tariff Commission had benefit from testimony of Dr. Richard Van Cleve, director, School of Fisheries, University of Washington; John F. Janssen, Jr., Fish and Game Department of California; C. H. Ellis, Washington Department of Fisheries, and Dr. W. M. Chapman, director of research, American Tunaboat Association. With a large Japanese chart map Dr. Chapman showed the size, extent and tonnage potentials of the Japanese fishing fleets. Also he contended that the Albacore does not "disappear" as alleged, but simply is responsive to current fluctuations. This information was in response to questioning by George R. Tuttle, San Francisco attorney, opposing tariffs or quotas. Tuttle had sought to prove that the tuna supply is not always sufficient to fill the domestic need, and therefore imports are necessary.

Complete technological data on tuna, information on superiority of sanitation and packing methods, the voluntary self "policing" of the industry to assure the highest quality product were given by G. P. Clark, vice president, Terminal Island Sea Foods Ltd., and research director for the tuna industry committee on tuna standards.

Labor and Allied Industry Tells of Injury

Presenting the views of labor organizations were: James Waugh, Cannery Workers Union of the Pacific, AFL, Terminal Island; George Baker, head of International Association of Machinists, San Diego; Lester Ballinger, Cannery Workers & Fishermen's Union, AFL, San Diego. Also present but not testifying were John Calise, Seine & Line Fishermen's Union, San Pedro, and Anthony Sokolich, International Fishermen & Allied Workers, San Pedro.

OFF THE CUFF— and ON THE RECORD

Running through all the discussions—the whys and wherefores, was a question that remained unanswered, alhtough it was asked of many who should know on Capitol Hill: How important is the coming general trade agreement with Japan, in which one sure item will be tuna—in the final decisions that will be made on all phases of tuna protection? Many went home saying—"Is the job to be done all over again?"

The Executive Committee of the Pacific Fisheries Conference met in Washington, called by chairman of the committee, Milton Brooding. Present in Washington, but not necessarily attending the meeting, were Mr. Brooding, Secretary Phister, Harold Lokken, Harold F. Cary, James Waugh and Don Loker. It was understood the committee approved the findings of the Tripartite Fisheries Conference at Tokyo, and also suggested to Chairman Miller Freeman he call soon a full dress meeting of PFC.

Harold Lokken, manager, Fishing Vessel Owners' Association, Seattle: "We have heard a lot of talk about Albacore from Japan never being imported into this country at a lower price than that paid for domestic. The question is purely academic. Jap Albacore exported is the cream of their crop, highly selective and largest uniform sizes. Thus the yield per ton is very much greater than the 'run of the mill' domestic catch. Hence the price is always less to the packer."

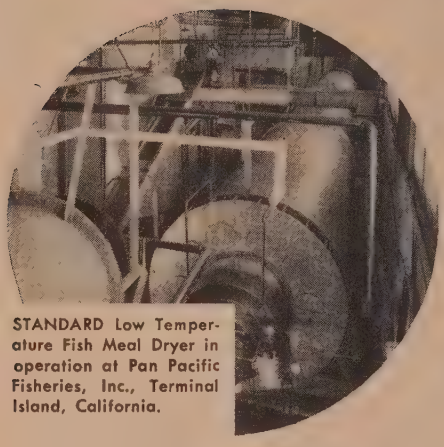
Harold F. Cary: "Certainly grateful to Nick Bez for getting Don Loker and myself an interview with the president. What made it all the more enjoyable was that President Truman invited us to go with him to award Congressional Medals of Honor. I'm the kind of guy that thinks it is a great experience to meet the President of the United States."

Representative Clinton D. McKinnon (San Diego): "Certainly thought the graph of foreign imports on the cover of the January issue of *Pacific Fisherman* was especially well done. The more information Congress can have on this grave subject, the more likely we are to achieve sound legislation."

Judge Emil N. Barr, Council of Tuna Exports of Japan: "Our basis for claim that frozen tuna should come into the U.S. duty free is that it supplements the domestic supply, and will not supplant it."

Perfected **Low Temperature Drying of Fish Meal**

ANOTHER STANDARD FIRST



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Pacific Coast Fish Products

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the men in the picture on the left are not asleep! PACIFIC FISHERMEN'S camera flash caught them in a moment of concentration a point in preparation of John Real's brief. The Fishermen's Cooperative Association of San Pedro's general manager is seated. Next m is Les Ballinger, Cannery Workers & Fishermen's Union, AFL, San Diego, and Harold F. Cary, general manager, American Tuna- Association, the man given the major share of credit for preparation of statistical, historical and other data, for both fishermen- ers, canners and unions, for the Tariff Commission's hearings on tuna in brine, bonito in brine and oil. Innumerable charts, maps and hs were presented to the Tariff commissioners. In the picture on the right, Charles R. Carry, director fishery division, NCA., left, and nd G. Swaffield, attorney for the California Fish Canners Association, check one of them. Looking on are, left to right, Dr. Richard Cleve, director, University of Washington, School of Fisheries; Ed Morris, new director, California Tuna Research Foundation, and Capt. Pete Szalinski, master of the clipper "Mariner".

rnational agreements — current potential — to keep the economy ave-not nations in balance.

urther, there was the problem of en imports — in 1951 reaching to nd 35,000 tons. Only Congress ld do anything about that.

n the other hand, Congress could remove in-brine tuna and bonito n the Iceland trade agreement. y the President could do that.

ikewise, action on restoring the y on in-oil bonito to the top of 30% not be taken by the Tariff Com- sion. It can only recommend this on to the President.

ll the domestic industry could e for from the Tariff Commission ; possible recommendation to the sident for restoration of tariff on ito and tuna in brine to the fullest ent—and possibly, imposition of a ta in imports as well.

y's Factual Points wing Import Injury

Harold Cary undertook to place be- e the Commissioners evidence wing injury. Following his brief, long succession of witnesses at- ked every other phase of the prob- . Here are Cary's points:

. In 1951 employment, canneries wed a sharp drop; and on the clip- fleet of Southern California the decline in 1951 was 37.9% below that of 1950, and 31.3% below average of six preceeding years.

2. On wholesale prices, in 1951, the ATA manager showed that, whereas all commodities *advanced* 17.5%, tuna *declined* 15.4%. On raw prices, crops and livestock were 24.6% above the 1947 index of 100; raw fish in three major species dropped 7.5%.

3. Profits at all tuna industry levels were down. Wages showed a decline through lack of steady employment. Sales of the canned product declined from 6,824,469 cases for Southern California in 1950 to 6,532,331 last year, a drop of 4.28%.

4. Actual imports of in-brine tuna showed that, in processed weight, imports increased more than 600 times from 1948—12,884 lbs. to 8,017,871 lbs. in 1951 (11 months). Bonito, in oil, advanced from 306,108 lbs. in 1948 to 9,474,090 in 1951 (11 months).

5. In relative imports, in-brine tuna captured .0001% of the domestic market in 1948; 6.32% of it in 1951, for a total estimation of 10,000,000 lbs. In-oil bonita was insignificant with .002% of the domestic tuna and tuna-like market in '48; 6.92% in 12 months of 1951—or 11,000,000 lbs.

6. As to inventory, Cary's figures showed increases for 1951. However, more important was the share of the domestic industry in the whole U.S. consumption of in-oil bonito in 1948, it had 96.1% of the market; 27.5% in 1949; then dropped to 14.1% in 1950 and to 8.7% in 1951.

While in-oil tuna commanded 99.99% of the business in 1948, its position had dropped to 94.05 % in 1951.

Comparing in-oil tuna with all tuna and tuna-like products, the U.S. production had dropped to 88.6% of consumption—based on estimate of tuna, in-brine of 10,000,000 lbs. and bonito, in-oil, 11,000,000 lbs.

Imports Market Impact Crushing, Say Operators

Details of "import injury" were presented by representatives of California tuna packers, together with T. F. Sandoz, president of the Columbia River Packers Association, Inc.

Earl M. Nielsen, president, California Tuna Canning Company, testified from 32 years' background of tuna packing. One of his principal claims was the complete loss of his canned bonito and yellowtail business.

Albert Vignolo, Jr., general manager, West Coast Packing Corporation, Long Beach and San Diego, declared his company had completely

Bring that *Fresh Caught Flavor* right to your customer's table!

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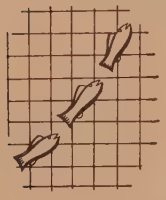
Gradual undetected "flavor fading" may be stealing the fresh, "just caught" flavor of *your* fish and seafoods . . . costing you sales and profits every month! Smart seafood processors now guard against this sales thief by using *Zest* . . . Staley's miracle seasoning. *Zest* simply *intensifies the natural, fresh flavor already present* in your seafoods. It adds no taste, no aroma of its own . . . needs no formula changes to work its flavor miracles. Just add *Zest* like salt, before, during or after your processing . . . and fresh flavor is "locked-in."



Sales go up as well as Flavor!

Seafood processors of all kinds had remarkable sales success when they *told their customers* about *Zest!* They invited flavor comparisons . . . they merchandised the sales appeal of "fresh caught flavor"—and their sales really went up! *Zest* is packed in 50 and 100 pound drums. *Get the full details by writing today!*

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CHRIS-CRAFT MARINE ENGINES

. . . are the world's best buy

RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!

Capt. Haughn

"The outstanding performance of the *Ventura's* Chris-Craft Marine Engine has convinced me that Chris-Craft is tops for marine power," states Capt. Creighton A. Haughn, skipper of a prominent New England sportsman's 60-ft. sloop, *Ventura*. "The dependability of this engine has earned my complete confidence! It's compact, too, which is doubly important for an auxiliary. We've never had to use all the power it can produce. In my opinion, there's no better marine engine built than a Chris-Craft!"

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for FREE catalog.

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MARINE ENGINE DIVISION
CHRIS-CRAFT CORPORATION, ALGONAC, MICH.
WORLD'S LARGEST BUILDERS OF MARINE PRODUC

presenting the Southern Cali- Boat Builders Association and Diego Chamber of Commerce, George E. Campbell of Campbell ine Company, who stated that, result of numerous lay-ups, em- ent of labor for repair and serv- tuna clippers was down to 50% rmal.

al evidence of injury or distress d by imports was by Lawrence man, head of the San Diego esale Credit Association, who ied that practically the entire Diego tuna clipper fleet was in rdy because of inability to pay due accounts.

sition Says Imports Cause of Distress

thin the hearings opposition de- ed from three sources: Wilbur- Company, San Francisco and York, represented by Francis D. tt; the Import Merchants and Im- Agents, Canned Fish Section, ciation of Food Distributors, Inc., nington, D.C.; and representa- of the Council of Tuna Exports pan.

ntention of the opposition to tar- ncreases or quotas was that (1) oles of the domestic industry largely due to over-building of ishing fleets; (2) that canned in- e tuna was not competitive with tuna because it was not the same ity item, and would find its place markets in the low-priced field; depression in canned tuna prices rally in 1951 were not due to for- imports; (4) bonito, canned-in- r otherwise, is not a competitor nned-in-oil tuna.

nong the speakers for the Associ- n of Food Distributors were Clif- J. Smith, Frazar & Company, ; D. J. Ward, public relations ncil of AFD; L. E. Nordlinger, ral manager, Steinharder & Com- , New York; and B. Nesnow, er of B. M. Trading Company, York.

r. Nesnow contended that tuna ed in brine was a superior item e domestic "dark and light" item; in-brine tuna finds a large mar- n institutional trade, and that as nsumer item its distribution in markets was far too new to have duced anything definite as to its nate acceptance by the American lic.

rancis D. Wyatt, vice president, our-Ellis Company, San Fran- o, who spent several years in Peru connection with his company's and bonito operations there, was hearing's longest witness, occupy- the witness stand practically throughout one day, mostly in cross examination.

Also appearing as a witness was Carl E. Wolf, Wilbur-Ellis sales manager, New York. Main contention of these men was that canned bonito, in oil, was a superior product capable of establishing its own consumer acceptance, and that the company had spent more than $500,000 in advertising it, mainly in the eastern markets.

Judge Emil N. Barr, representing the Council of Tuna Exports of Japan, appeared before the commission mainly in behalf of tuna in-brine, declaring it was a product different from in-oil, and that it must be watched historically for several years to observe fully its effect on the industry as a whole.

TIPS and TAILS Of TESTIMONY

Joe Medina, owner, *Queen Mary*, to the Tariff Commission: "I was under fire twice during World War II in the South Pacific, but I wasn't half as nervous as I am now standing before you. I ask you gentlemen to preserve this great fishing fleet. Once before it was called to the nation's defense and, God willing, we want to keep it ready if it is needed again."

Senator Cain (Wash.): "Somebody else will have to look after the tuna clippers. I'm for the small-boat fishermen up my way. They need protection and I'm for giving it to them."

W. J. Grinnan, Van Camp Sea Food Company: "Tuna in brine was being offered in Seattle in late January, Albacore, I mean, at $9.75 f.o.b. Seattle, solid pack. It was selling in the stores at 21c against 'White Star' solid, at 37c, a spread of 16c. Some stores were offering Japanese in brine on special at 19c."

Harold F. Cary, manager, American Tunaboat Association: "If a duty is placed on tuna in brine and not on fresh and frozen — what happens to imports of fresh and frozen?"

T. F. Sandoz, Columbia River Packers Association: "I maintain we should adopt a policy of bringing into this country raw material from anywhere in the world. We pack Albacore and the domestic fishery cannot supply all our raw material needs."

Anthony "Hank" Madruga, owner, *Sun Glow*: "Most of the boat owners managed to get by in 1951. Some went broke. This I know: If you own a farm and you can't make a go of it, you can generally sell it. But a tuna clipper — if you can't go tuna fishing with her — is absolutely worthless. That's a tough proposition to face."

Senator Butler (Md.): "The west coast, spearheaded by the boat owners, has put on a spectacular show here in Washington."

Charles L. White, San Diego fisherman-owner: "We have lost one-half of our Albacore production to Japan; and our winter fishery is lost to South American bonito in oil. About 75% of our production is Albacore."

Senator Magnuson (Wash.): "The west coast tuna industry is badly hit and needs help!"

Pete Szalinski, San Diego, owner of *Mariner*: "I came to Washington to tell you we will surely go broke if conditions do not improve. My clipper and crew haven't worked for months."

John J. Real, manager, Fishermen's Cooperative of San Pedro: "The San Pedro purse seiner fleet is worth $22,000,000; it employs 1,800 fishermen and costs $7,500,000 to maintain annually. To show how the loss of the bonito and yellowtail has hurt this fleet, this fishery in 1947 paid an average share of $906 per man; by 1950 this had dropped to $84 per man!"

After Senators Margaret Chase Smith (Maine) and Brewster, followed later by Senator Butler, had urged rejection of H. R. 5695, on grounds it would injure a "budding tuna industry" on the east coast, Patrick McHugh, secretary, Atlantic Fishermen's Union AFL, wired the finance committee, the senators must be misinformed and that Atlantic fishermen were "confused and alarmed over their opposition to the bill; that they were trying to create a local tuna industry and certainly couldn't do it with foreign imports."

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

OOD FISH
ARKETING

News and Views of National Trade in Fish and Shellfish

tion of PACIFIC FISHERMAN-- --March, 1952

lmon Sellers Come Home rom Conventions Yawning

nanimity of opinion among sal- sellers is rare. In fact, it *never* irs on all points. When it occurs *ven one* point, that's *NEWS*.

when the salmon sellers came from the Atlantic City conven- s with the unanimous report that *hty little* business was closed e, you can be sure sales were the level below negligible.

hen they say that interest was *t*, every one of them; you can be it was scarce.

ost of them came home with the viction that the salmon situation sound so far as supplies are con- ed. Pinks are the only item avail- in volume.

rue it is that Pinks were brought er a test at the convention when offered a substantial block at $20. se fish sold with some readiness, at presstime the house which te the business informed PF that d no more goods available at the ble-Eagle price.

n the other hand, three other ll holdings were said at presstime e available at $20.

anvass of the larger Pink factors hat time, however, showed no evi- ce of weakness, and produced re- ed conviction that they were firm he $21.00 price. Offerings under figure are believed to constitute y a bare fraction of the available ply.

month after the conventions, New York market sources reported sharpened interest in salmon supplies as the late Lenten season approached Feb. 28. However, with the principal item available priced at the ceiling, there was little stimulus for stocking-up.

When you realize that six months would elapse after the opening of Lent before more than a handful of Pinks would be *caught*, let alone be available for shipment from Seattle, some understanding is gained as to the reason for firmness.

We said here last month — and we think *it will bear repeating* — that the prospect for a substantial Pink pack this year is dim indeed, for:

1952 is the no-Pink year on Puget Sound;

1952 is the low-Pink year on Prince William Sound;

1952 is the low side of the Pink cycle in Southeast Alaska.

Frozen Fish Sales Fair In Volume; Low in Price

Frozen halibut was reported moving into consumption at the start of Lent in entirely satisfactory volume; while the frozen salmon selling was getting under way in a manner which left no uneasiness about demand.

Price-wise, however, there was something less than satisfaction. Sellers complained that they had been unable to get any lift into the quotes with shrinking stocks and rising freezer charges. Pricing generally was virtually the same as at the start last fall.

The late opening of halibut fishing —although it was anticipated by the primary trade — probably will leave those buyers who never believe anything until they see it in print a bit short on stocks through May.

Obviously, there'll be no new *western* halibut on the market in Boston and New York until mighty close to Memorial Day.

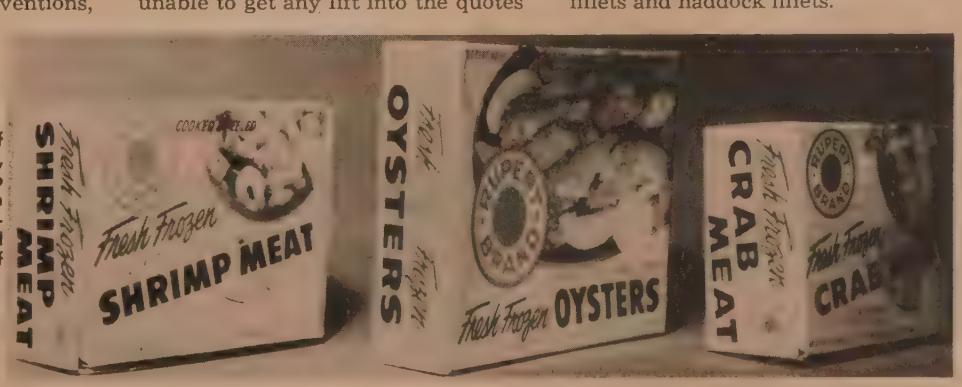
Rupert Shellfish Frozen In 2-Film Packages

B.C. Packers, Ltd., Vancouver, B.C., has introduced a new line of packaged shellfish bearing the familiar Rupert Brand to supplement the packaged fillet items which were successfully put on the market by this company in 1947.

The new line comprises fresh frozen cocktail shrimp meat, crabmeat and oysters, the latter being in 12-oz. packages and the other two items in 6-oz. sizes.

The meat is wrapped in polythene film and the cardboard cartons are overwrapped in 300 MST cellophane. The cartons themselves bear full-color representation of the contents prepared for serving. Selected recipes are also printed on the cover.

This new line, intended for self-service sale from frozen food cabinets in groceries, department and chain stores, is prepared in the Edmunds & Walker plant of B.C. Packers in Vancouver. It supplements the well-established line of fresh frozen smelts, cod fillets, fillets of sole, silver salmon fillets and haddock fillets.



products, new packages, of British Columbia Packers, "Rupert" line. The crab shrimp meat is packed in film bags, then in the litho- hed waxed cartons, and e wrapped in moisture-proof cellophane.

Two new packages — two new products: frozen breaded oysters and frozen fried oysters, packed by Pacific Pearl Frozen Foods, South Bend, Wash., and distributed by Ivar Wendt, Seattle. The background of the breaded product is light blue; of the fried item, yellow.

Canned Crab Market Eased by Import Outlook

Even at the prevailing $26.50 price the spring demand for Pacific canned crab was reported rather light by Pacific Northwest sellers. Part of this weakness might be blamed on buyer anticipation of imports of King crab from Japan, they thought, as result of newspaper reports that several—three or four—Japanese companies are preparing to operate floating crab canneries in Bering Sea this season.

It now appears that not more than one such expedition will be authorized this season by the Japanese government, or so it is reported from Tokyo.

Crab operation on the Pacific Coast was slow during January, due primarily to weather. Crabs were reported abundant out of Grays Harbor, where there were disappointing catches in 1950 and 1951.

General price at Westport was 12c per lb., ocean run, to the fishermen. Early in February a spell of stormy weather brought a few offers at 13c, but at presstime indications were that the 12c price would hold, and perhaps decline later with increased fishing.

B. C. Packers' Atlantic Fillets Reach Pacific

B.C. Packers, Ltd., is now marketing the product of its Atlantic coast fish processing plants under its "Mermaid" brand as far west as Los Angeles, and a carload was delivered to that market a few weeks ago.

The Vancouver company acquired the properties of R. E. Jamieson & Co. in Canso and Halifax, Nova Scotia, more than a year ago, and has been packing cod, haddock and perch for distribution in the eastern Uni States and Canada for some ti These products will eventually marketed more extensively on west coast and eventually will pr ably bear the more familiar "Rupe brand in that territory.

A 110′ dragger was recently p chased by the company for operat in Atlantic trawling.

"Will" Wright Dies

William J. E. H. Wright, who fo number of years was secretary of former Pacific Canned Salmon Br ers Association, died in Seattle January at the age of 78. He had b retired for several years.

Mr. Wright was an accountant, had been associated with the firm George T. Meyers & Co. for ma years.

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outhern California anned Fish Prices

es openly quoted at presstime for sue, f.o.b. Southern California termi- ints, basis of cases of 48s.

—
tised Brands—

te Meat, fancy	$16.00
te Meat, c & f	14.00
t Meat, fancy	14.75
t Meat, c & f	13.00
t Meat, grated	9-10.00
KEREL—	
fic, talls, natural	$7.40
, talls, natural	6.50-6.75
, ovals, tomato	8.75
INES—	
s, natural	$7.10
ls, tomato	9.25

ver Leaf" Brand Norwegian Sardines

rdines are now being imported Norway by B.C. Packers, Ltd., istribution under the "Clover " label in 3¾-oz. flat cans, with oil.

e Norwegian "brisling" is sup- to the British Columbia com- by Norwegian Preserving Co., rgen.

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The BUYERS' CORNER

In an effort to make the Food Fish Marketing feature of PACIFIC FISHERMAN of maximum use to canned fish buyers, this space will be devoted monthly to the development of topics of particular interest to men charged with the volume buying of America's fish supplies.

The Buyer and the Cutting

The Canned Salmon Cutting held each March in Seattle offers an interesting opportunity for the smart buyer to look at a complete assortment of salmon, for some 700 cans are cut for direct comparison.

True, the cutting comes toward the end of the buying period. It samples a pack which largely has been sold—and the samples can be identified only by the packer who produced them.

In short, the salmon buyer wouldn't get any hot tips from the cutting.

What he would get is an opportunity to see *more kinds* of *more packers* salmon from *more districts*, and all available for comparison, than he is ever to encounter at any other time and place.

Here's how the Cutting operates:

During the packing season service men of the can companies draw random samples of the various species and can sizes from the warehouses of packers whose plants they visit. These samples are given code numbers known only to the can company men. Later the samples and the code are turned over to the staff of the National Canners Association Northwest Branch laboratory.

Early on the morning of the Cutting, can company employes open the cans, having first taken weights and vacuum reading, which are entered on the judging sheet. Then teams of judges, some 130 men in all, in groups of four or five, examine the cans and rate them. The teams are composed of an assortment of men experienced in salmon from various standpoints. In each team of judges the Cutting committee tries to have a cannery foreman, a superintendent, a broker, a packer.

The cans are judged from various standpoints: appearance, condition of fish, packing. Color, oil, "curd," vacuum, marks and watermarks are all taken into consideration. So is the fill, number of pieces in the can, firmness, flavor, odor, and texture.

On the basis of all these data, the team rates the can generally. All data are entered on the coded sheet and turned over to the can company and N.C.A. staff, who check their code lists and deliver the report sheets to the packers from whom the cans were drawn, in order that the persons actually concerned may know how their cans fared.

Following the judging, the display is open to general inspection.

The Cutting program continues over two days — March 13 and 14 this year — but the interest to a buyer would center largely on the morning of the first day.

The best buyer in the business could learn something — maybe a lot — at the Cutting.

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New Hy-Wave Packages For Frozen Steaks

Fishermen's Co-operative Federation, Vancouver, B.C., has brought out a new line of unit packages for halibut and salmon steaks, using lithographed cartons overwrapped with plain cellophane, and bearing the Hy-wave brand.

The new package, with a picture of the actual cooked fish reproduced on the top in natural colors, is expected to find ready sale in the markets of the United States and Canada. Directions for the consumer are printed on the bottom of the package regarding the proper methods of storing and thawing fish, together with recipes for both cooking the fish and for making a tasty sauce.

The carton-packed product will replace the federation's present open-window style package and will be an addition to its present line of various one-pound fillet cartons.

Tara Bell Cocktail Sauce on the Market

Bell Smoked Fish Co., San Francisco, is producing a line of sea food cocktail sauce with excellent buyer acceptance, according to Joe Tarantino, managing partner.

The sauce is packed in 8- and 12-oz. jars, under the familiar Tara Bell brand. The company would be interested in hearing from brokers in various parts of the country who might like to handle the line.

SEATTLE MARKET

Prices quoted openly at presstime f Pacific Northwest terminal points, in ca of 48 cans.

SALMON—	Ceiling Price	Quot Pric
Red, tall	$32.00	$32.0
Red, half	19.25	18.0
Pink, tall	21.00	21.00-20.0
Pink, half	12.50	12.5
Chum, tall	19.00	17.5
Chum, half	11.50	10.00-11.0
Chinook, C.R., fcy	23.00	22.00-23.0
Coho, tall	25.00	23.00-25.0
Coho, half	15.00	13.00-15.0
Sockeye, P.S., half	21.00	19.0

Albert "Andy" Anderson, owner of troller **Ipswich,** has purchased a new e gine. The new power plant is a 110- Nordberg Marlin with a 3.32 to 1 reducti gear. The Northwest branch of the Nor berg Manufacturing Company made sale.

Whitney's Quality

Whitney's—Alaska Red Sockeye
Whitney's Best—Blueback and Chinook
Red Rambler—Fancy Cohoe Salmon Steak
Golden Shore—Chum

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ing Season Extended Vancouver Island

h the exception of operations off ouver Island north and west of an Point, where an extension authorized, herring fishing in h Columbia terminated for the n February 5.

ension for the west coast was ed following conferences be- representatives of the Cana- isheries biologists and officials ne industry. Less than 1000 tons ring had been taken in the area ed by the extension and this of course, much below normal. vations by biologists during the wo seasons indicated that the runs failed to come into inshore s until after the regular closing February 5, and the extension lesigned to assist in securing a nable portion of the runs, at the time aiding in establishing mi- ry times and routes for the pur- of the research experts.

January 26, the catch of herring itish Columbia waters was 148,- ns, 15,000 tons less than in 1950- t substantially more than in the ous four years. More than 3,000,- mperial gallons of oil had been ced, 102,550 cases of herring had canned and 24,396 tons of meal been produced. More than 4,700 had been dry salted for export.

nek PUD Challenged Salmon Canners

gality of an Alaska act providing ublic utility districts in Alaska attacked recently in a suit filed ur salmon canning companies in Anchorage federal court. All of ompanies have canneries within oundaries of the recently organ- Naknek Public Utility District

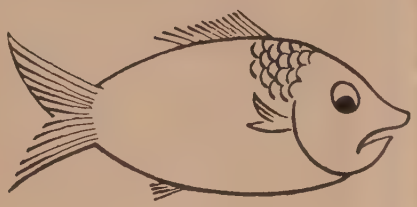
e four companies' property in Naknek district was assessed by PUD at $5,600,000, whereas the anies contend its actual cash e is $1,632,000.

mplainant companies are Pacific rican Fisheries, Bristol Bay ing Co., Alaska Packers Associa- and Libby, McNeill & Libby.

v—Type Gillnetters C.R.P.A. at Naknek

e Oregon Marine Supply Com- , Portland and Astoria, Oregon butors for Nordberg gasoline en- , has recently delivered seven . Nordberg Arrows to the Co- ia River Packers Association for new-type Bristol Bay bow- rs.

the fish won't like it



but YOU will

You can depend on Tubbs Extra Superior Manila when you need a tough, reliable rope to bring in the catch. 96 years experience in the manufacture of rope for the fishing industry has made Tubbs Extra Superior Manila unsurpassed for strength, durability and flexibility — a rope as tough as the fishermen who use it. Extra Superior Manila is supplied in all sizes, lays and treatments required for commercial fishing.

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the Convention Issue!

Hundreds of fish producers, packers, shippers, distributors and factors allied with the vast and diversified fisheries of North America will attend this forthcoming National Convention of the National Fisheries Institute.

The eyes of the fishing world will be focused on Southern California, great producing, consuming and distribution center for fish — fresh, frozen, canned and packaged.

PACIFIC FISHERMAN in its April Convention Number—re for distribution at the meeting—will carry not only the comp program of convention events, social and entertainment plans the delegates but, equally important, the highlights of South California's fabulous fishing industry with its unique super-m kets and merchandising advances and techniques.

All this for the purpose of giving those in attendance the kind quality of information that will make their visit profitable enjoyable; and so they may all go away with an understandin the fishery products of this area; and the advanced merchandi methods employed.

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...ter Effort Required ...Get Shrimp Catch

...duction of fresh and frozen ...p by Mexico's Pacific fishery ...ausing both producers and U.S. ...ters some concern as to the bal... ...of the 1951-52 season. January's ...was fair; in fact as good as Janu... ...951, but the fleet is considerably ... and more freezers are in opera...

...xican operators were looking in ...direction of Salina Cruz, the ...ern end of the 2,000-mile fishery, ...e fishing was said to be good. ...reezer is in operation there, Re... ...adora de Salina Cruz, S.A. en... ...red last year by Carlos Ferreira ...r, with Kohlenberger refrigera... ...equipment.

...ctor Ferreira, head of the Pes... ...a E Industrializadora de Guay... ...S.A., in Los Angeles last month, ...ning from the Shrimp Associa... ...of the Americas, New York, de... ...d he would send his big freezer *El Guaymense* to Salina Cruz. ...ters in the northern district of Gulf of California, which had very good all season, fell off ...ptly in January. The Guaymas ...Mazatlan districts continued with ...yields. Fishermen and producers unable to give a reason for the ...-water shortage of shrimp, as the showed plenty of young shrimp ...er, ample proof, they contend, ...e is no over-fishing.

...dy of Fur Seals ...ecasts New Treaty

...e most thorough survey ever un... ...aken to determine among other ...gs, the effect of the North Pacific ...eal herds on the commercial fish... will be carried out this spring ...n international venture partici... ...d in by the United States, Canada ...Japan. The research may have a ...ing on the writing of a new seal ...y to replace that signed more ...40 years ago by the U.S., Canada, ...t Britain, Japan and Russia as ...atories.

...e survey involves the sending of ...expeditions north, one consisting ...o vessels to cover the waters off ...vest coast to Alaska and the other ...prising four vessels to make a ... or five month reconnaissance of ...rs off the Asiatic coast to Bering ...The first expedition will be made ...S. vessels, with U.S. and Cana... scientific personnel; the second ...apanese vessels with Japanese ...s but with Japanese, U.S. and ...dian scientists, and possibly Rus..., if they respond to an invitation.

More "Teeth" Proposed For Alaska Fish Law

Delegate E. L. Bartlett of Alaska has introduced in Congress a bill to amend the Alaska Fisheries Act to make it unlawful to *possess or transport* any fish which have been taken in violation of the act. Obviously, the amendment is designed to discourage the practice of buying fish taken during closed periods, or from closed waters.

Authority of F. A. W. S. employes with respect to search and seizure in enforcement of the act would also be increased by the amendment.

Can Unpackers Will Speed Semiahmoo System

John Albertoli, San Francisco, originator of the Albertoli can dispensing system, has installed two Albertoli can unpackers in the Alaska Packers Association plant at Blaine, Wash.

An Albertoli can dispensing system has recently been completed at Van Camp Sea Food Corp., Terminal Island, and three additional Albertoli can unpackers have been installed there.

French Sardine Co., Terminal Island, has installed an additional Albertoli can unpacker.

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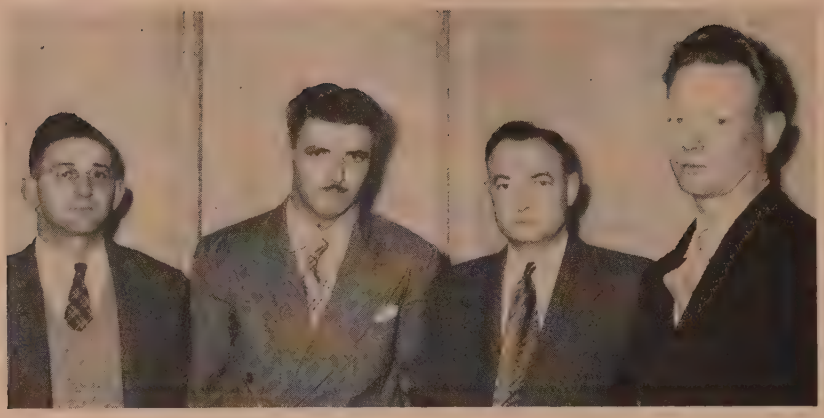

Canadian fishermen at the Pacific Marine Fisheries Commission meeting in Portland—left to right, A. C. Young and Angus Neish, United Fishermen and Allied Workers Union of British Columbia; George Greenwell and Colin McKee, Fishermen's Cooperative Association of British Columbia.

July Opening For Silver Salmon Trolling Looms For the Future

Silver salmon troll season opening July 1, instead of June 15 as at present, definitely may be expected in the future — as soon as all the several governmental agencies of the Pacific Coast are able to bring the change into effect.

This became evident at the meeting of the Pacific Marine Fisheries Commission in Portland late last fall with the passage of a resolution saying that the commission believes the July 1 opening proper, and that it should be made effective as soon as all agencies concerned are able to do so.

Of course the commission speaks only for the three Pacific states; but Alaska already has a July 1 opening. This leaves adoption of the July 1 opening dependent upon Canada, although the Dominion was not mentioned in the resolution. It was also understood that California would effectuate the resolution by means of a minimum length limit, which can be done by order, rather than a change in season dating, which requires legislation.

Chinook Limit In Doubt

Another proposal of the P.M.F.C. research staffs — that a minimum length limit of 28″ be applied to troll Chinook salmon, in place of the presen 26″ limit—ran into some objections, and was taken under advisement until the next general meeting, when it will be disposed of one way or the other.

California biologists reported that a 28″ limit would cut very heavily into the catch along the northerly coast of that state, where a substantial part of the fish taken barely clear the present limit.

Bert Johnston, manager of the Fishermen's Cooperative Association, Seattle, contended that any increase in the 26″ limit would be ill-advised, as British Columbia does not even now have this restriction.

Mr. Johnston needled the commission on its proposal for a July 1 opening for Silver salmon trolling, holding that this action—which he and the F.C.A. did not oppose—was dictated solely by economic considerations. He reminded the commission that last year it had declined to act on a proposal for minimum size limit on Albacore, holding this to be purely an economic matter.

John Plancich, manager of the Fishermen's Packing Corporation, Anacortes, also attacked the July 1 opening in principle, contending that fish should be taken when *prime*, and not biological measure designed to render necessarily when *largest*.

The states' research staff suggested the species subject to the ocean fishery for only one season, rather than the 28″ minimum on Chinooks as a two, as is the case under a 26″ limit.

The case for the July 1 opening for Silver salmon troll fishing was based almost entirely on the fact that this is a period of great growth in size, as well as improvement in condition and marketability.

Sacramento Source of Kings

Noteworthy interest and importance among the facts presented by the research staffs of the states and B ish Columbia was the evidence of portance of the Sacramento River a source stream for Chinook salm taken by trolling. California tagg indicated that a very large proport of the catch off the coast of that st had been spawned in the Sacrame while a number of tags affixed at off Oregon and Washington sub quently were recovered in the C fornia River.

In the case of Silver salmon, on other hand, California tagging re eries were made to a very large tent in Oregon waters.

Three California members of Pacific Marine Fisheries Commiss have been reappointed to four y terms by Governor Warren.

They are: State Senator Jesse Mayo, Angels Camp, chairman of Senate Fish & Game Commiss Richard S. Croker, San Franci chief, Bureau of Marine Fishe Department of Fish & Game; Eugene D. Bennett, San Francisc torney, former executive officer of State Fish & Game Commission.

Gale Knocks Douglas Cannery Into Chuck

Hurricane force winds that sw the Gastineau Channel area rece lifted the four-year-old Douglas nery from its pilings and droppe in the Channel intact and right up. Waves began pounding the b ing but salvage operations went ward to save several hundred traps stored in the loft..

The building, 47 by 90′, had leased by the Olympic Seafood which had been processing crab shrimp there for the past year. building was owned by stock pany composed of Douglas reside It was valued at $65,000.

The City of Douglas has tu over its natatorium to Olympic foods in order that operations continue in the spring.

Sale of Ilwaco Oyster Firm Closed

Business affairs incidental to d lution of the Ilwaco Oyster Co. completed at South Bend, Wash cently as the trustee for the dis tion, J. H. Doupe, filed final repo

The firm's properties were sol a contract that was taken over by Coast Oyster Co.

The transaction, totaling a $500,000, was one of the biggest in the oyster industry ever reco in the state of Washington.

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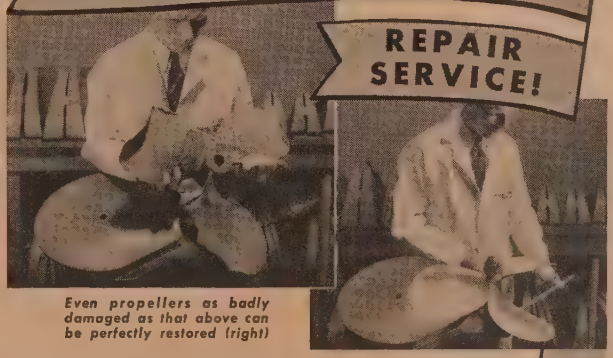

Even propellers as badly damaged as that above can be perfectly restored (right)

Every propeller should be checked at least once a year, for just one slightly damaged blade (often not apparent) can cause excessive vibration resulting in bearing and engine wear, loosened joints and fittings; cavitation with destruction of metal and loss of propulsion. MICHIGAN WHEEL maintains 24 factory equipped service stations, strategically located throughout the nation where even badly damaged propellers can be restored to perfect condition by the absolutely accurate process of our exclusive machined-pitch method. Have your propeller checked for pitch, spacing, track and balance. There's no charge for checking. Repair costs are moderate. Write for name of nearest repair station. Sizes handled: 3" to 60".

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Get Roomy, Bone-Dry Comfort

RUFF-N-TUFF EUREKA SUIT (left) of cold GR-S Rubber has 30" *Jacket*. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. *Overalls* with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT (right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. *Overalls* have waist-tie cords; bib front; webbing suspenders.

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Attractive one-pound packages in handy home refrigerator shape. Available varieties: LING COD, PACIFIC COD, ROCK FISH, SOLE, HALIBUT, SILVER SALMON, CHUM SALMON, PINK SALMON.

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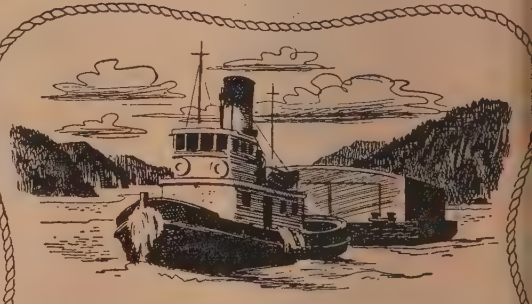
HALIBUT PRODUCERS CO-OPERATIVE FRESH FISH DIVISION



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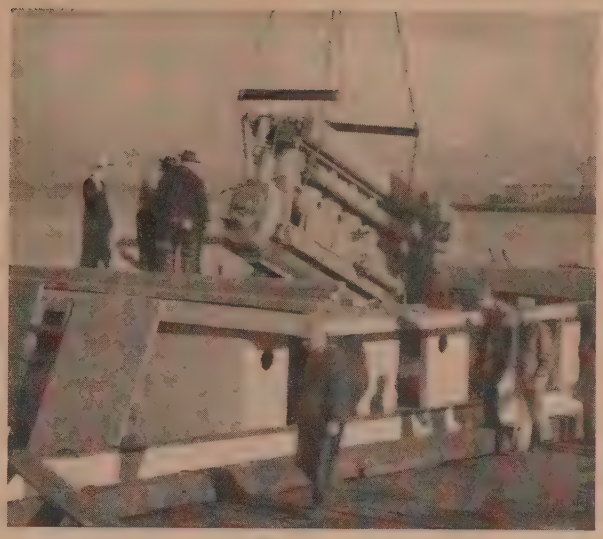
Fishery Leaders ress National erence

eral representatives of the Bri- olumbia fishing industry were dress the British Columbia Na- Resources Conference in Vic- February 27. Those scheduled to included Norman Hyland, of Packers, "Economics and For- Trade"; A. J. Whitmore, chief visor of fisheries, "International nerce"; George J. Alexander, y minister of provincial fisher- National Aspects of the Fisheries tion"; A. H. Sager, executive ant to the chairman, Fisheries iation of Canada, was to intro- the speakers, and a paper by art Bates, Canadian deputy min- of fisheries, was to be presented g the sessions.

adians Cooperate Research on Dams

mon eggs from the Canadian rnment's hatchery at Cultus , near Chilliwack, B.C.,—150,000 em—are to be shipped, along 50,000 from Skagit River, to the lemount hatchery in the state of nington for experimental purposes. In the spring they will be given a free ride over a 265-foot power dam at Concrete, Wash., to see if they can survive the journey. Others will be guided to the intake of the flumes down which water tumbles to the turbines. Special arrangements are being taken to collect the survivors and count them. The tests are a part of a long-term program to determine the effect of waterpower dams on the salmon runs in British Columbia as well as in other countries.



Installation of a 750-hp. supercharged Union diesel engine in the British Columbia Packers, Ltd., tender-packer "Cosbur II," one of the several fast and successful Canadian fish packers converted from YMS hulls. This picture, by Ted Drake of the B.C. Packers staff, was taken at the Burrard Iron Works, Vancouver.

Monterey Processors Move

The offices of the Monterey Fish Processors Association, located for many years on Bonifacio street in downtown Monterey, has been moved to a more convenient location at 503 Ocean View ave., in the heart of Cannery Row.

George Clemens, for 10 years executive secretary of the association, will retain his position with the group but will devote more of his time to his insurance business.

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BUILDS THEM BETTER – BUILDS THEM TO LAST – BUILDS THEM OF STEEL

DALE tuna clippers are better, er, more seaworthy, more dur- and longer lasting—because e built of steel! Ask any own- Captain of an AVONDALE-built er. His recommendation will be roof of the kind of workman- and skill that AVONDALE puts each clipper. Before you build, lt AVONDALE engineers or their coast representatives. Let them to you that AVONDALE clippers etter!

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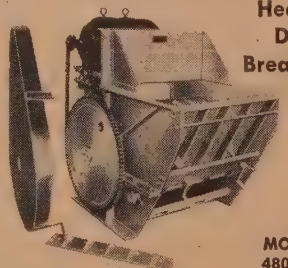

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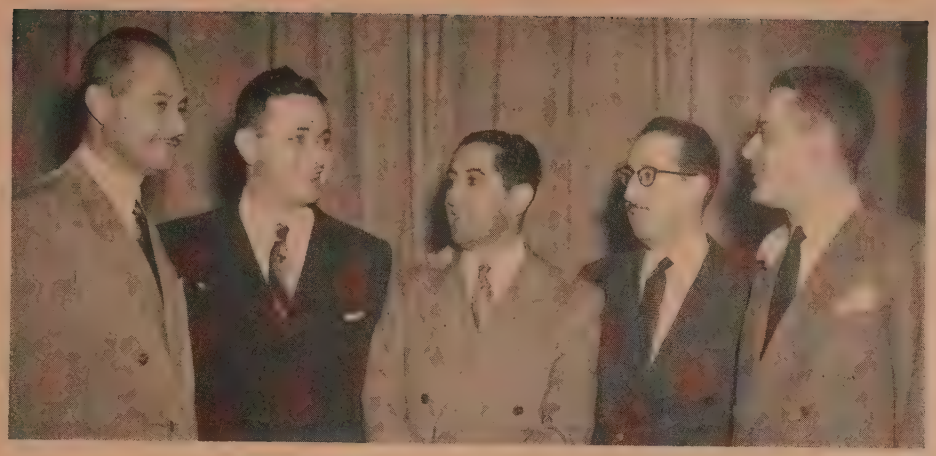

bers of the advertising and icity committee and other ers of the Shrimp Associa- of the Americas from s and Mexico met in New recently. From left to right: or Ferreira, Guaymas, Mexi- director of the Association; Mehos, Galveston, Texas, tor and chairman of the ertising and Publicity Com- ee; Virgil Versaggi, Browns- Texas, president of the As- ation; Pedro Pinson, Mazat- Sinaloa, Mexico, vice-presi- ; Mauricio Madero, Carmen, Mexico, secretary.

52 Oyster Seed orts Set Record

nport declarations covering 79,604 s of oyster seed from Japan were l with the Washington Depart- t of Fisheries, which inspects all orts.

his is the largest quantity ever orted in a single year, breaking 1934 record of 68,103 cases. Im- s to be planted in California, Ore- . British Columbia and Alaska are uded in the 79,604 cases, as all in- tion of the seed is handled by the shington state fisheries depart- t.

rincipal item in the imports was order of 58,604 cases placed ugh the Pacific Oyster Growers ociation. In addition to this block, stantial orders are known to have n placed by the Coast Oyster Co., H. Bendiksen, and the Pioneer ter Co.

gineers See Cannery

hen they come to the Pacific coast lay, delegates to the annual con- tion of the Engineering Institute anada from all sections of the na- will make a tour of B.C. Packers erial cannery at Steveston, B.C., other fish processing plants.

Hydaburg Cooperative Picks Oscar Larsen

Oscar A. Larsen, a veteran Alaska cannery superintendent, has been selected as manager of the Hydaburg Cooperative Association fishery enterprises at Hydaburg on the southwest coast of Prince of Wales Island.

The plant consists of a salmon cannery, crab cannery and saltery. Salmon have been mild cured there in the past few years, being forwarded to Ketchikan for refrigerated storage.

Herb Kittelsby was Hydaburg superintendent for several years, but resigned; and Jay C. Snodderly, foreman who served for a time as acting superintendent, is reported also to have resigned.

Padilla Bay Oyster Replanting is Begun

Replanting of Padilla Bay oyster grounds to Pacific oysters was announced this spring by R. H. Bailey, president of the Pioneer Oyster Co., which has ordered 4,000 cases of imported seed for the project.

Mr. Bailey said that he was convinced oyster culture on Padilla Bay would be possible once more as result of the provision made by the Scott Paper Co. mill at Anacortes for disposal of its waste liquor. Instead of discharging the pollutant into the bay, as in the past, the company now impounds the liquor until the start of the ebb tide, when it is gradually released into fast-flowing Guemes Channel, which gives upon the larger waters of Rosario Strait.

Modern Trawl Winches Aid Mexican Shrimpers

Modern equipment for handling shrimp trawls is contributing to larger catches, even under adverse conditions. Installation of Whitey "Dual Duty" shrimp trawl winches is on the increase all along the west coast of Mexico, according to Rolf Sannes, manager, Seaside Supply Stores, San Pedro, distributors for the winches.

Three trawlers owned by Urrea y Lopez, at Rocky Point, and a fourth, this operated by Leonel Vasquez, have put aboard Whitey winches. Guillermo Amaya put three on his vessels, and Jesus Verdugo on another, at El Golfo, Sonora. The Rocky Point district has been one of the best producers this season, located in the northern waters of the Gulf of California.

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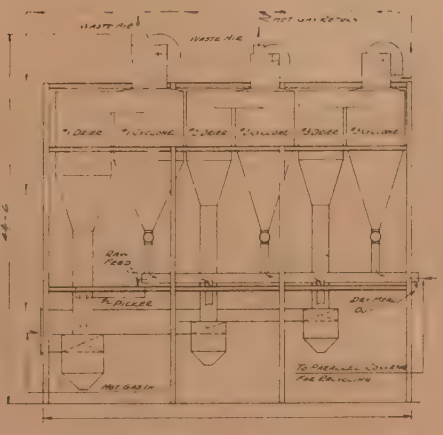

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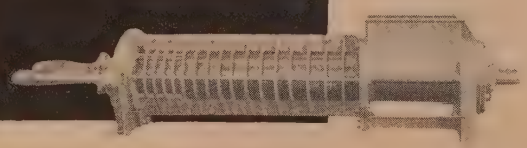

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LINES and LEADERS

C. Co. Appoints Heggem New Service Position

uman Sage, general manager of the hinery division of Northern Commer- Company, announces the appointment ohn R. Heggem to the new position of eral Service Manager on Caterpillar ipment. Heggem will supervise Cater- ar service not only for N C Marine in ttle and western Washington but also the seven machinery branches in ska and the Yukon Territory. Head- rtering in Seattle, Heggem will make

n R. Heggem, who recently became eral service manager of the Caterpillar rtment of the Northern Commercial Company.

odical visits to Alaska for the purpose facilitating and supervising Caterpillar ice, assisting local managers with their ice problems and contacting owners of erpillar equipment. His appointment esents a forward step in Northern mercial's service to Caterpillar owners all industries — marine, agricultural, ing, contracting and logging.

ggem pioneered N C Marine's service ities to users of Caterpillar marine nes and has spent many years servic- Caterpillar equipment of all types. He arried and has two children.

lsworth Seaton will take Heggem's er position as service manager at N C ine, Seattle. He, too, has a long record ervice man on Caterpillar equipment ng been on Northern Commercial's anical staff at Anchorage and Juneau ell as Seattle.

C. Leonard Becomes Oakite Anager at Los Angeles

C. Leonard has taken over from P. A. k as Southern California division ager for Oakite Products, Inc., with quarters at 1001 E. First St., Los An- s. Mr. Leonard comes to the coast from ago where, for 14 years he was division ager.

anwhile Mr. Boeck has gone into -retirement and taken on duties as nical engineer for Oakite. He has been Oakite for more than 30 years and for last 25 of them as division manager. In new position Mr. Boeck will do re- ch work in both marine and industrial rity.

Neumiller Handles Bendix Recorders in S. F.

Chuck Neumiller, Marine Radio Electronics, Fishermen's Wharf, San Francisco, has been appointed a distributor for Bendix Depth Recorders.

Chuck recently installed a Bendix Depth Recorder on the **Namelo,** owned by M. Holeman, Oakland, and on the **Dixie**, owned by George Smith, San Francisco.

Chuck has installed a two-way radio telephone system in his service panel delivery truck. The system is hooked up with the Pacific Telephone & Telegraph Co. mobile radio telephone system. The panel delivery truck is a new Pontiac, and is equipped with complete facilities to make repairs on marine radio telephone systems.

Nordberg Auxiliary Diesels Featured in New Bulletin

Design and operation features of the Nordberg one, two and recently introduced three cylinder Type 4FS diesel engines are illustrated and described in a new 12-page, two-color bulletin published by Nordberg Manufacturing Company, Milwaukee 1, Wisconsin.

Built for continuous duty or standby service, the Nordberg 4FS diesel engines described in Bulletin 194 have a 4½" bore and 5¼" stroke and are of the four-cycle, vertical mechanical injection type. The units range from 10 to 45 hp within an operating speed range of 1200 to 1800 rpm.

Nordberg 4FS diesel engines are offered as complete, self-contained, ready to operate units with generator, pump or power take-off for direct connection or belt drive.

G. G. "Gerry" Porter, Vancouver Iron Works, has been elected president of the Diesel Engine Distributors Association, Vancouver, B.C., succeeding **Ralph Homewood**, of Homewood Marine. **John Brynelson**, Simson- Maxwell Ltd., is vice president. Directors are **J. C. Alger**, National Supply Co.; **Peter Hoffar**, Hoffars Ltd.; **William Pike**, Gillen & Pike, and **Ralph Homewood**.

Continental's Portland Plant Management Shifts

Continental Can Company recently appointed **George K. Van Kleeck** to the position of plant manager for its Portland metal container plant, according to **E. L. Hazard**, manager of manufacturing for Continental's Pacific Metal Division. Mr. Van Kleeck has been with Continental since 1935. In his new position he replaces **Chris Hansen**, who had been with Continental since 1928 and has now retired. Mr. Hansen will continue to act in an advisory capacity to the manager of manufacturing of Continental's Pacific Division.

Mack and Palmer Engine Firms Producing Marine Diesel

Under an agreement by Mack Trucks, Inc. and The Palmer Engine Company, Palmer will make available to the marine industry Palmer Mariners, a marine adaptation of Mack diesel engines. The first engine in this line is a 140-hp. diesel at 1800 rpm. for intermittent service and 120 hp. at 1600 rpm. for continuous service.

Before entering into the agreement, Palmer surveyed the engine industry to find the best available diesel engine for conversion, and chose the Mack diesel because of the widespread acclaim given it by boat operators who purchased Mack marine diesels before the war and by truck and bus operators who are now using Mack diesels in their vehicles.

Under this new arrangement, Mack will manufacture the basic diesel engine and Palmer will adapt it to marine use by adding the required reverse and reduction gears and making the necessary changes in the cooling system, lube oil system and adding certain accessories required for marine application.

The 6-cylinder engines are of the 4-cycle type and incorporate all the features which have made them a leader in the truck and bus fields.

Two nationwide distributor networks also join hands under the new accord. Palmer maintains outlets in practically all port cities and has the exclusive selling rights to these engines. Over 20 of the 50 Mack factory branches are located in port cities.

In addition to these direct factory branches, a great many of Mack's more than 450 distributors are in port cities.

R. C. Bolling, president, The Palmer Engine Co., left, and Arthur Kaser, marine engineer, Mack Trucks, Inc., with the new Palmer Mariner diesel shown at the 1952 Motor Boat Show in New York.

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f. Cotton Mills Names A. Talbot Sales Manager

A. Talbot has been appointed manager, California Cotton Co., Division of National Auto- ve Fibres, Inc., with headquar- n Oakland, Calif.

. Talbot is the son of W. J. Tal- who was formerly sales manager e California Cotton Mills Co., Di- n of National Automotive Fibres retired after 19 years with the pany.

A. Talbot has been with the pany five years. He served during ld War II as a lieutenant in the .

New Hydra-Hoist Gillnet Roller Has Many Features

A new and smaller version of the Seattle-made Hydra Hoist, used for several years for various marine applications, is now available through Hydra Sales, Inc., 2720 Westlake North, in connection with a gillnet roller especially designed for power boats intended for Bristol Bay and other fisheries operations.

S. O. Jules, owner of the Hydra Sales Co. and Jules Engine & Equipment Co., states that the new roller assembly has already gained great favor and acceptance in the industry by operators and individual fishermen because of its new and desirable features.

The "Gillnetter," as the roller has been named, is driven by the Hydra-Hoist motor. The roller is 8" in diameter and available in any lengths up to 40". The main roller is of heavy steel and is rubber coated and the upright conical fairlead rollers are of cast aluminum. The entire roller is available for both permanent or portable hinged mountings and for use on both bow and stern pickers.

New features include free - wheeling power in both directions — in or out — as well as being controllable as to the desired speed in either rotation, all of which is made possible by the special control valve in connection with the roller unit.

A model has been set up at the company's quarters at the Jules Engine & Equipment Co. for demonstration, and the local plant is at present very busy filling the numerous orders scheduled for delivery during the coming season at Bristol Bay as well as the other gillnet fishing areas of Alaska.

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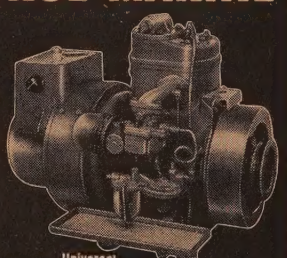

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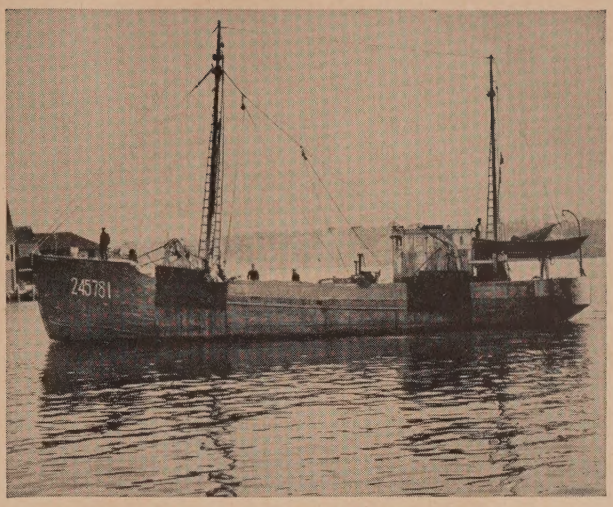

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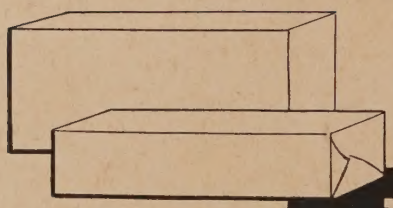

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